TRAINMASTERS

D. W. TANNER	Ogden
G. M. JOYCE	Carlin
J. F. McCUISTION	Sparks
J. J. HENDERSON	Sparks

ROAD FOREMEN OF ENGINES

W. H. MARLIN	Ogden
A. C. EVERETT	Sparks

TRAINMASTER—ROAD FOREMAN OF ENGINES

B. E. EAGER	Susanville

ASST. ROAD FOREMAN OF ENGINES

C. L. STEINER	Sparks

ASSISTANT TRAINMASTERS

S. B. BURTON	Ogden
H. R. MADISON	Montello
P. J. MYERS	Montello
L. J. McHUGH	Imlay
J. W. OSMUN	Imlay
G. V. ABBAY	Sparks

CHIEF TRAIN DISPATCHERS

F. W. SMITH	Ogden
G. E. PAYNE	Sparks

T. J. FOLEY
Assistant Superintendent, Ogden

SOUTHERN PACIFIC COMPANY

SALT LAKE DIVISION TIMETABLE

62

EFFECTIVE SUNDAY, JULY 6, 1947
AT 12:01 A. M.
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY

J. W. CORBETT,
General Manager.

R. E. HALLAWELL,
H. R. HUGHES,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

Superintendent of Transportation.

B. S. SINES,
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. W. Washburn	Chief Surgeon
Ogden	Dr. Keith Stratford	Division Surgeon
Ogden	Dr. L. S. Sycamore	District Physician and Surgeon
Ogden	Dr. Cloyd Van Hook	District Physician and Surgeon
Ogden	Dr. LeRoy Pugmire	Oculist and Aurist
Ogden	Dr. Ralph Pugmire	Assistant Oculist and Aurist
Brigham City	Dr. R. A. Pearse	Emergency Surgeon
Elko	Dr. A. J. Hood	District Physician and Surgeon
Elko	Dr. R. P. Roantree	District Physician and Surgeon
Carlin	Dr. C. W. Eastman	District Physician and Surgeon
Battle Mountain	Dr. T. S. Dunning	District Physician and Surgeon
Winnemucca	Dr. Lin S. Felder	District Physician and Surgeon
Winnemucca	Dr. Frank Rueckl	Asst. Dist. Physician and Surgeon
Winnemucca	Dr. George F. Pope	Consulting Physician and Surgeon
Imlay	Nurse	
Lovelock	Dr. J. R. Gill	District Physician and Surgeon
Sparks	Dr. H. Earl Belnap	District Physician and Surgeon
Sparks	Dr. A. J. Roche	District Physician and Surgeon
Sparks	Dr. Elwood Reno	Asst. Dist. Physician and Surgeon
Reno	Dr. Rodney E. Wyman	Division Surgeon
Reno	Dr. M. B. Woodward	District &hysician and Surgeon
Reno	Dr. John A. Fuller	Oculist and Aurist
Fallon	Dr. H. W. Sawyer	District Physician and Surgeon
Susanville	Dr. J. W. Crever, Jr.	District Physician and Surgeon
Mina	Dr. D. A. Smith	District Physician and Surgeon
Yerrington	Dr. S. R. McGee	Emergency Surgeon
Yerrington	Dr. Stanley Tebbe	Emergency Surgeon
Alturas	Dr. Phillip W. McKenney	District Physician and Surgeon
Alturas	Dr. J. Paul McKenney	District Physician and Surgeon

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to, or await arrival of, Division or District Surgeon.

HOSPITALS

GENERAL HOSPITAL	SAN FRANCISCO
DIVISION HOSPITAL—DEE HOSPITAL	OGDEN
EMERGENCY HOSPITAL	OGDEN
EMERGENCY HOSPITAL	SPARKS

WATCH INSPECTORS

San Francisco, S. A. Pope, Manager of Time Service, 65 Market St.

Sparks	W. R. Adams & Son	Ogden	Chas. D. Anderson
Winnemucca	Krenkel & Bosch	Alturas	Todd D. Fountain
Elko	W. N. Blohm	Lakeview	A. E. Rugg

SPARKS SUBDIVISION

EASTWARD

Timetable No. 62
July 6, 1947

Capacity of sidings				606	28	32	22	24	102	Mile Post Location			STATIONS		Distance from Sparks
	FIRST CLASS														
				Mixed	SanFrancisco Overland	Passenger	Pacific	Challenger	Streamliner City of SanFrancisco						
				Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
Sparks yard BKWOTYP				PM 7.25	PM 7.20	AM 6.25	AM 5.40	AM 5.10	AM 12.10	246.2	Automatic Block System	TO-R	**SPARKS**	D.T.	0.0
P										249.1			2.9 **VISTA**		2.9
120 P				f 7.39						253.1			4.0 **HAFED**	Centralized Traffic Control	6.9
120 WP				f 7.47						257.3			4.2 **PATRICK**		11.1
117 P				f 7.55						262.1			4.8 **CLARK**		15.9
130 P				f 8.03						266.7			4.6 **THISBE**		20.5
120 P				f 8.11						271.4			4.7 **GILPIN**		25.2
275 WYP				s 8.21		s 7.05				276.1			4.7 **FERNLEY**		29.9
118 P										280.4			4.3 **ARGO**		34.2
127 P										284.4			4.0 **DARWIN**		38.2
136 128 BKWTYP				s 8.45 PM		s 7.37	s 6.35	f 6.05		288.1		TO	3.7 **HAZEN**		41.9
120 126 P					8.14	7.45	6.41	6.13	12.54	292.5			4.4 **MASSIE**		46.3
100 P						7.50	6.46	6.19		297.4			4.9 **FALAIS**		51.2
122 P					8.23	7.55	6.51	6.25	1.02	302.0			4.6 **UPSAL**		55.8
104 P						8.01	6.56	6.30		306.8			4.8 **DESERT**		60.6
122 WP					**8.32**	8.07	7.01	6.35	**1.09**	311.7		TO	4.9 **PARRAN**		65.5
100 P					8.36	8.12	7.06	6.40		316.1			4.4 **HUXLEY**		69.9
122 P					8.41	8.17	7.10	6.45	1.15	320.0			3.9 **OCALA**		73.8
99 P						8.23	7.14	6.50	1.18	324.2			4.2 **MIRIAM**		78.0
123 P					8.48	8.29	7.19	6.55		328.4		TO	4.2 **TOY**		82.2
102 P						8.34	7.23	6.59	1.23	331.8			3.4 **TOULON**		85.6
102 P					8.56	8.40	7.28	7.04		336.4			4.6 **GRANITE POINT**		90.2
19 YP					9.00	8.44	7.33	7.09	1.29	340.5			4.1 **PERTH**	Double Track	94.3
W 134 E 124 WP					9.05	s 8.55	s 7.43	s 7.17	1.33	344.3		TO	3.8 **LOVELOCK**		98.1
WP					9.20	s 9.12	7.58	7.33	1.44	357.8			13.5 **OREANA**		111.6
M 126 P					9.30	9.22	8.07	7.42	1.50	366.0			8.2 **RYE PATCH**		119.8
WP					9.41	9.35	8.19	7.54	1.58	377.0			11.0 **HUMBOLDT**		130.8
Yard Limits BKOWYP					s 9.49 PM	s 9.48 AM	s 8.27 AM	s 8.02 AM	2.04 AM	384.1		TO-R	7.1 **IMLAY**		137.9
				Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(137.9)		
				(1.20)	(2.29)	(3.23)	(2.47)	(2.52)	(1.54)				Time over District		
				31.42	55.53	40.75	49.54	48.11	72.57				Average Speed per Hour		

RULE 5. Schedule time and train-order time at Perth apply at end of double track.

Schedule time and train-order time of eastward trains and westward first-class trains at Lovelock apply at train-order office.

RULE S-72. Exception: No. 102 is superior to Nos. 21, 23, 27, and 31 except within Centralized Traffic Control System.

RULES 86, 87 AND 93. Inferior first-class trains must clear the time of Nos. 101 and 102 not less than 5 minutes, and second-class trains, extra trains, and engines must clear the time of Nos. 101 and 102 not less than 10 minutes; except within Centralized Traffic Control System.

Second and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 27 and 28, except within Centralized Traffic Control System.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
24	Any Station	Beyond Ogden	Sacramento	Daily
22	Any Station	Beyond Ogden	Sacramento	Daily

No. 22 reduce speed to 10 MPH at Fernley to dispatch U. S. Mail.

No. 28 make momentary stop at Lovelock daily except Monday to exchange mail clerks.

No. 32 stop on flag at any station to receive or discharge passengers, baggage, mail or express to or from any station.

SPARKS SUBDIVISION

WESTWARD

Mile Post Location			Timetable No. 62 July 6, 1947 STATIONS		Distance from Imlay	FIRST CLASS						SECOND CLASS			
						101 Streamliner City of San Francisco	27 San Francisco Overland	605 Mixed	21 Pacific	23 Challenger	31 Passenger	561 Freight	563 Freight	565 Freight	567 Freight
						Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
246.2	Automatic Block System	TO-R	SPARKS 2.9	D. T.	138.1	AM s 2.08	AM s 7.10	PM s 7.22	PM s 7.40	PM s 10.05	PM s 11.40	AM 4.00	AM 11.20	PM 3.40	PM 9.30
249.1			VISTA 4.0		135.2	2.00	7.03	7.14	7.27	9.58	11.30				
253.1			HAFED 4.2	Centralized Traffic Control	131.2			f 7.07							
257.3			PATRICK 4.8		127.0			f 7.00							
262.1			CLARK 4.6		122.2			f 6.52							
266.7			THISBE 4.7		117.6			f 6.44							
271.4			GILPIN 4.7		112.9			f 6.36							
276.1			FERNLEY 4.3		108.2			s 6.28	f 6.50		s 10.50				
280.4			ARGO 4.0		103.9										
284.4			DARWIN 3.7		99.9										
288.1		TO	HAZEN 4.4		96.2			6.10 PM	s 6.32	f 8.59	s 10.25				
292.5			MASSIE 4.9		91.8	1.25	6.05		6.25	8.52	10.13	2.33	9.51	2.06	7.56
297.4			FALAIS 4.6		86.9	1.21	6.00		6.20	8.47	10.07	2.27	9.45	2.00	7.50
302.0			UPSAL 4.8		82.3	1.17	5.55		6.15	8.42	10.00	2.21	9.39	1.54	7.44
306.8			DESERT 4.9		77.5	1.13	5.50		6.10	8.37	9.54	2.15	9.33	1.48	7.38
311.7		TO	PARRAN 4.4		72.6	1.09	5.45		6.05	8.32	9.48	2.09	9.27	1.42	7.32
316.1			HUXLEY 3.9		68.2	1.04	5.41		6.00	8.23	9.41	2.03	9.21	1.36	7.26
320.0			OCALA 4.2		64.3	1.01	5.37		5.55	8.19	9.36	1.58	9.15	1.30	7.20
324.2			MIRIAM 4.2		60.1	12.58	5.33		5.50	8.14	9.31	1.52	9.09	1.24	7.14
328.4		TO	TOY 3.4		55.9	12.55	5.29		5.45	8.10	9.26	1.46	9.03	1.18	7.08
331.8			TOULON 4.6		52.5	12.52	5.25		5.40	8.06	9.21	1.41	8.57	1.12	7.02
336.4			GRANITE POINT 4.1		47.9	12.49	5.21		5.35	8.01	9.16	1.35	8.51	1.06	6.56
340.5			PERTH 3.8	Double Track	43.8	12.45	5.17		5.30	7.56	9.11	1.30	8.45	1.00	6.50
344.3		TO	LOVELOCK 13.5		40.0	12.42	5.13		s 5.25	s 7.51	s 9.05				
357.8			OREANA 8.2		26.5	12.31	5.01		5.02	7.34	s 8.41				
366.0			RYE PATCH 11.2		18.3	12.24	4.53		4.54	7.25	8.32				
377.0			HUMBOLDT 7.1		7.1	12.15	4.43		4.43	7.13	8.21				
384.1		TO-R	IMLAY		0.0	12.09 AM	4.35 AM		4.35 PM	7.05 PM	8.11 PM	12.25 AM	7.45 AM	12.05 PM	5.55 PM
			(138.1)			Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			Time over District Average Speed per Hour			(1.59) 69.54	(2.35) 53.45	(1.12) 34.91	(3.05) 44.78	(3.00) 46.03	(3.29) 39.65	(3.35) 38.53	(3.35) 38.53	(3.35) 38.53	(3.35) 38.53

RULE 5. Schedule time and train-order time at Perth apply at end of double track.

Schedule time and train-order time of eastward trains and westward first-class trains at Lovelock apply at train-order office.

RULE S-72. Exception: No. 102 is superior to Nos. 21, 23, 27 and 31 except within Centralized Traffic Control System.

RULES 86, 87 AND 93. Inferior first-class trains must clear the time of Nos. 101 and 102 not less than 5 minutes, and second-class trains, extra trains, and engines must clear the time of Nos. 101 and 102 not less than 10 minutes; except within Centralized Traffic Control System.

Second and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 27 and 28, except within Centralized Traffic Control System.

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Kodak.........(Spur)	349.3	7
Woolsey........(Spur)	353.4	24 P
Valery..........(Spur)	372.0	8

Except in emergency the following tracks must be left clear of cars, to be used for meeting or passing trains when instructed by train dispatcher:

		Capacity			Capacity
Falais....	North of main track..	52	Huxley...	South of main track..	50
Desert...	North of main track..	49	Ocala....	North of main track..	50
Parran...	South of main track..	50	Miriam...	North of main track..	49

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
23	Any Station........................	Sacramento	Beyond Ogden..	Daily

No. 27 make momentary stop at Lovelock daily except Tuesday to exchange mail clerks, and on Tuesday reduce speed to 5 MPH passing station to permit throwing U. S. Mail in mail car.

No. 31 stop on flag at any station to receive or discharge passengers, baggage, mail or express to or from any station.

EASTWARD

Capacity of sidings		FIRST CLASS 28 SanFrancisco Overland	 32 Passenger	 22 Pacific	 24 Challenger	 102 Streamliner City of SanFrancisco	Mile Post Location			Timetable No. 62 July 6, 1947 STATIONS		Distance from Imlay
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
Yard Limits	BKWOYP	PM 9.55	AM 10.00	AM 8.35	AM 8.10	AM 2.04	384.1	Automatic Block System	TO-R	IMLAY	Double Track	0.0
	P	10.00	s 10.10	8.42	8.16		388.7			4.6 MILL CITY		4.6
M 122	WP	10.09	10.20	8.52	8.26	2.16	397.0			8.3 COSGRAVE		12.9
	P	10.18	10.33	9.01	8.36	2.23	406.6 406.8		TO	9.6 ROSE CREEK		22.5
100	P	10.23	10.39	9.06	8.41		412.1			5.3 BENIN		27.8
E 105 W 95	WP	10.29	s 10.55	s 9.19	s 8.54	2.33	417.3		TO	5.2 WINNEMUCCA		33.0
	IP	10.35 PM	11.01 AM	9.25 AM	9.00 AM	2.36 AM	420.9		TO-R	3.6 WESO		36.6
102	P	....	....	....	....	....	423.3	A.B.S. Westward Only		2.4 TULE		39.0
82	P	....	....	....	....	....	428.9			5.6 EGLON		44.6
92	WP	....	....	....	....	....	434.0		TO	5.1 GOLCONDA		49.7
	P	....	....	....	....	....	439.3			5.3 PREBLE		55.0
121	P	....				....	448.1			8.8 IRON POINT		63.8
72	WP	....				....	461.3			13.2 VALMY		77.0
101	P	....				....	466.3			5.0 MOTE		82.0
72	WP	....	....	....	....	....	475.8		TO	9.5 BATTLE MOUNTAIN		91.5
72	P	....	....	....	....	....	482.0			6.2 ROSNY		97.7
102	P	....	....	....	....	....	492.9			10.9 MOSEL		108.6
50	P	....	....	....	....	....	498.5			5.6 SHOSHONE		114.2
99	P	....				....	508.2		TO	9.7 BEOWAWE		123.9
		....				....	520.3			12.1 BARTH		136.0
52	P	....				....	525.7			5.4 PALISADE		141.4
83	P	....				....	531.2	A.B.S.		5.5 TYROL		146.9
Carlin yard	BKWOTP						534.5		TO-R	3.3 CARLIN		150.2
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(150.2)		
		(0.40) 54.90	(1.01) 36.00	(0.50) 43.92	(0.50) 43.92	(0.32) 68.62				........Time over District........ ....Average Speed per Hour........		

Be governed by current timetable, bulletins and rules of Western Pacific R. R. Co., on WPRR track between Weso and Carlin.

On Southern Pacific tracks between Carlin and Weso Automatic Block System governs westward movement only, except between Carlin and west portal Tunnel No. 1, Palisade, signals govern movements in both directions.

RULE 5. Schedule time and train-order time at Rose Creek apply at end of double track.

RULE S-72. Exception: No. 102 is superior to Nos. 21, 23, 27, and 31.

RULES 86, 87 AND 93. Inferior first-class trains must clear the time of Nos. 101 and 102 not less than 5 minutes, and second-class trains, extra trains, and engines must clear the time of Nos. 101 and 102 not less than 10 minutes.

Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 27 and 28.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Comus.........(Spur)	443.5	8 P
Herrin.........(Spur)	453.2	20 P
Stone House..........	457.4	.. P
Piute.........(Spur)	470.7	20 P
Argenta.........(Spur)	487.7	57 P
Ladoga..........	503.7	P
Cluro.........(Spur)	512.7	20 P
Harney.........(Spur)	517.0	22 P
Gerald.........(Spur)	521.6	19 P

Except in emergency the following tracks must be left clear of cars, to be used for meeting or passing trains when instructed by train dispatcher:

		Capacity
Shoshone..............	South of main track..............	49

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
24	Any Station..................	Beyond Ogden..	Sacramento.....	Daily
22	Any Station..................	Beyond Ogden..	Sacramento.....	Daily

No. 32 stop on flag at any station to receive or discharge passengers, baggage, mail or express to or from any station.

WINNEMUCCA SUBDIVISION

WESTWARD

FIRST CLASS

Mile Post Location				Timetable No. 62 July 6, 1947	Distance from Carlin	27 SanFrancisco Overland	21 Pacific	39 Western Pacific Exposition Flyer	23 Challenger	31 Passenger	101 Streamliner City of SanFrancisco
				STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
384.1	Automatic Block System	Double Track	TO-R	**IMLAY** 4.6	150.2	AM s 4.29	PM s 4.28		PM s 6.52	PM s 8.01	AM 12.09
388.7				**MILL CITY** 8.3	145.6	4.23	4.21		6.45	f 7.55	12.03 AM
397.0				**COSGRAVE** 9.6	137.3	4.15	4.11		6.35	7.45	11.57 PM
406.6 406.8			TO	**ROSE CREEK** 5.3	127.7	4.06	4.00		6.24	7.33	11.50
412.1				**BENIN** 5.2	122.4	4.01	3.54		6.17	7.27	
417.3			TO	**WINNEMUCCA** 3.6	117.2	3.55	s 3.48		s 6.10	s 7.20	11.40
420.9			TO-R	**WESO** 2.4	113.6	3.50	3.36	PM 4.28	5.56	7.07	11.36
423.3	A.B.S. Westward Only			**TULE** 5.6	111.2	3.47	3.33	4.24	5.52	7.03	11.33
428.9				**EGLON** 5.1	105.6	3.41	3.27	4.18	5.46	6.57	
434.0			TO	**GOLCONDA** 5.3	100.5	3.36	3.21	4.13	5.39	s 6.51	11.25
439.3				**PREBLE** 8.8	95.2	3.31	3.15	4.08	5.31	6.42	
448.1				**IRON POINT** 13.2	86.4	3.23	3.05	3.59	5.21	6.32	11.15
461.3				**VALMY** 5.0	73.2	3.08	2.48	3.44	5.06	6.16	11.05
466.3				**MOTE** 9.5	68.2	3.03	2.43	3.40	5.00	6.11	
475.8			TO	**BATTLE MOUNTAIN** 6.2	58.7	2.55	s 2.32	3.30	f 4.49	s 6.00	10.55
482.0				**ROSNY** 10.9	52.5	2.49	2.22	3.23	4.38	5.48	10.50
492.9				**MOSEL** 5.6	41.6	2.39	2.11	3.12	4.26	5.36	10.43
498.5				**SHOSHONE** 9.7	36.0	2.34	2.05	3.06	4.19	5.28	
508.2			TO	**BEOWAWE** 12.1	26.3	2.26	1.55	2.55	4.06	s 5.16	10.30
520.3				**BARTH** 5.4	14.2	2.12			3.52	5.01	
525.7	A. B. S.			**PALISADE** 5.5	8.8	2.06	1.35	2.35	3.45	s 4.55	10.11
531.2				**TYROL** 3.3	3.3						
534.5			TO-R	**CARLIN**	0.0	1.55 AM	1.23 PM	2.23 PM	3.32 PM	4.40 PM	10.01 PM
				(150.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
				............Time over District............ ....Average Speed per Hour........		(2.34) 58.50	(3.05) 48.71	(2.05) 54.52	(3.20) 45.06	(3.21) 44.33	(2.08) 73.53

RULE 5. Schedule time and train-order time at Rose Creek apply at end of double track.

RULE S-72. Exception: No. 102 is superior to Nos. 21, 23, 27, and 31.

RULES 86, 87 AND 93. Inferior first-class trains must clear the time of Nos. 101 and 102 not less than 5 minutes, and second-class trains, extra trains, and engines must clear the time of Nos. 101 and 102 not less than 10 minutes.

Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 27 and 28.

Except in emergency the following tracks must be left clear of cars, to be used for meeting or passing trains when instructed by train dispatcher:

		Capacity
Shoshone............	South of main track............	49

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
23	Any Station........................	Sacramento	Beyond Ogden..	Daily
39	Any Station........................		Salt Lake City..	Daily

No. 31 stop on flag at any station to receive or discharge passengers, baggage, mail or express to or from any station.

WINNEMUCCA SUBDIVISION

Capacity of sidings		Mile Post Location			Timetable No. 62 July 6, 1947		Distance from Carlin	WESTWARD						
								SECOND CLASS						
								571	77	573	575	53	577	61
								Freight	Western Pacific Fast Freight	Freight	Freight	Western Pacific Fast Freight	Freight	Western Pacific Fast Freight
					STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard Limits	BKWOYP	384.1	Automatic Block System	TO-R	**IMLAY** 4.6	Double Track	150.2	AM 3.35		AM 10.55	PM 3.40		PM 9.55	
	P	388.7			**MILL CITY** 8.3		145.6							
M 122	WP	397.0			**COSGRAVE** 9.6		137.3							
	P	406.6 406.8		TO	**ROSE CREEK** 5.3		127.7	3.02		10.22	3.06		9.21	
100	P	412.1			**BENIN** 5.2		122.4	2.54		10.14	2.58		9.13	
E 105 W 95	WP	417.3		TO	**WINNEMUCCA** 3.6		117.2	2.46		10.06	2.50		9.05	
	IP	420.9		TO-R	**WESO** 2.4		113.6	2.37	AM 9.20	9.57	2.42	PM 5.20	8.57	AM 1.20
102	P	423.3	A.B.S. Westward Only		**TULE** 5.6		111.2							
82	P	428.9			**EGLON** 5.1		105.6							
92	WP	434.0		TO	**GOLCONDA** 5.3		100.5	2.17	9.00	9.37	2.22	5.00	8.37	1.00
	P	439.3			**PREBLE** 8.8		95.2							
121	P	448.1			**IRON POINT** 13.2		86.4							
72	WP	461.3			**VALMY** 5.0		73.2	1.43		9.03	1.48		8.03	
101	P	466.3			**MOTE** 9.5		68.2							
72	WP	475.8		TO	**BATTLE MOUNTAIN** 6.2		58.7	1.25	8.10	8.45	1.30	4.10	7.45	12.10 AM
72	P	482.0			**ROSNY** 10.9		52.5							
102	P	492.9			**MOSEL** 5.6		41.6							
50	P	498.5			**SHOSHONE** 9.7		36.0							
99	P	508.2		TO	**BEOWAWE** 12.1		26.3	12.50	7.30	8.10	12.55	3.30	7.10	11.30 PM
		520.3			**BARTH** 5.4		14.2							
52	P	525.7			**PALISADE** 5.5		8.8	12.26		7.46	12.31		6.46	
83	P	531.2	A. B. S.		**TYROL** 3.3		3.3							
Carlin yard	BKWOTP	534.5		TO-R	**CARLIN**		0.0	12.10 AM	6.50 AM	7.30 AM	12.15 PM	2.50 PM	6.30 PM	10.50 PM
					(150.2)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
					Time over District Average Speed per Hour			(3.25) 43.96	(2.30) 45.44	(3.25) 43.96	(3.25) 43.96	(2.30) 45.44	(3.25) 43.96	(2.30) 45.44

RULE 5. Schedule time and train-order time at Rose Creek apply at end of double track.

RULES 86, 87 AND 93. Inferior first-class trains must clear the time of Nos. 101 and 102 not less than 5 minutes, and second-class trains, extra trains, and engines must clear the time of Nos. 101 and 102 not less than 10 minutes.

Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 27 and 28.

Except in emergency the following tracks must be left clear of cars, to be used for meeting or passing trains when instructed by train dispatcher:

		Capacity
Shoshone	South of main track	49

EASTWARD

FIRST CLASS

Timetable No. 62
July 6, 1947

Be governed by current timetable, bulletins and rules of Western Pacific R. R. Co., on WPRR track between Carlin and Alazon.

On Southern Pacific tracks between Alazon and Carlin Automatic Block System governs westward movements only, except from Carlin to Signal 5387, Signal 5396, at west portal tunnel No. 2 to Signal 5439 at west switch Moleen, and from Signal 5666 at west portal tunnel No. 3 to Signal 5727 at west switch Elburz, signals govern movements in both directions.

Capacity of sidings	32 Passenger	22 Pacific	24 Challenger	102 Streamliner City of San Francisco	28 San Francisco Overland	Mile Post Location			STATIONS	Distance from Carlin
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
Carlin yard BKWOTP						534.5	A.B.S. West Only	TO-R	CARLIN	0.0
81 P						537.5			3.0 VIVIAN	3.0
72 P						550.3			12.8 AVENEL	15.8
Yd. Lmts.						554.3			4.0 WEST ELKO	19.8
79 P						556.0		TO-R	1.7 ELKO	21.5
83 P						560.5			4.5 COIN	26.0
88 WP						573.4	A.B.S.		12.9 ELBURZ	38.9
100 P						576.7	A.B.S. West Only		3.3 HALLECK	42.2
82 P						581.2			4.5 RASID	46.7
112 WP						589.6		TO	8.4 DEETH	55.1
						591.1			1.5 WPRR Connection	56.6
122 P						599.1			8.0 TULASCO	64.6
86 IP	PM 3.20	PM 12.50	PM 12.25	AM 5.32	AM 1.46	603.6	Automatic Block System	TO-R	4.5 ALAZON	69.1 D.T.
W 107 Yard Limits E 125 BKWOYP	s 3.42	s 1.02	s 12.37		1.52	607.5		TO-R	3.9 WELLS	73.0
W117 Yard Limits E 102 YP	4.00	1.23	12.58	5.51	2.10	616.4		TO	8.9 MOOR	81.9
98 P	4.08	1.31	1.06		2.15	620.1			3.7 ANTHONY	85.6
109 P	4.14	1.37	1.12		2.20	624.1			4.0 HOLBORN	89.6
115 P	4.20	1.42	1.17	6.04	2.24	627.5		TO	3.4 FENELON	93.0
111 P	4.26	1.47	1.22		2.29	631.8			4.3 PEQUOP	97.3
115 P	4.33	1.53	1.28		2.35	636.8			5.0 ICARUS	102.3
Yard Limits W 114 WYP	4.38	1.58	1.33	6.20	2.40	640.6		TO	3.8 VALLEY PASS	106.1 D.T.
65 P	s 4.43					644.8			4.2 COBRE	110.3
M 92 WP	4.52	2.09	1.44	6.30	2.51	649.8			5.0 LORAY	115.3
Yard Limits BKWOYP	s 5.10 PM	s 2.25 PM	s 2.01 PM	6.43 AM	s 3.07 AM	661.9		TO-R	12.1 MONTELLO	127.4
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(127.4)	
	(1.50)	(1.35)	(1.36)	(1.11)	(1.21)				Time over District	
	31.80	36.81	36.43	49.26	43.18				Average Speed per Hour	

RULE 5. Schedule time and train-order time at Moor and Valley Pass apply at end of double track.

RULE S-72. Exception: No. 102 is superior to Nos. 21, 23, 27, and 31.

RULES 86, 87 and 93. Inferior first-class trains must clear the time of Nos. 101 and 102 not less than 5 minutes, and second-class trains, extra trains and engines must clear the time of Nos. 101 and 102 not less than 10 minutes, except as provided in Rule Q, page 27.

Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 27 and 28.

Except in emergency the following tracks must be left clear of cars, to be used for meeting or passing trains when instructed by train dispatcher:

		Capacity
Anthony	South of main track	50
Fenelon	North of main track	50

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
24	Any station	Beyond Ogden	Sacramento	Daily
22	Any station	Beyond Ogden	Sacramento	Daily

No. 32 stop on flag at any station to receive or discharge passengers, baggage, mail or express to or from any station.

ELKO SUBDIVISION

WESTWARD

FIRST CLASS

Capacity of sidings	Mile Post Location			Timetable No. 62 July 6, 1947		Distance from Montello	21	39	23	31	101	27
							Pacific	Western Pacific Exposition Flyer	Challenger	Passenger	Streamliner City of San Francisco	San Francisco Overland
				STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Carlin yard BKWOTP	534.5	A.B.S. West Only	TO-R	**CARLIN** 3.0		127.4	PM s 1.13	PM 2.23	PM s 3.22	PM s 4.30	PM s 9.56	AM s 1.47
81 P	537.5			**VIVIAN** 12.8		124.4	1.06	2.16	3.14	4.22	9.51	1.41
72 P	550.3			**AVENEL** 4.0		111.6	12.53	2.03	2.59	4.07		
Yd.Lmts.	554.3			**WEST ELKO** 1.7		107.6	12.49	1.58	2.54	4.02		
79 P	556.0		TO-R	**ELKO** 4.5		105.9	s 12.46	1.55 s 1.45	s 2.51	s 3.59	9.36	1.22
83 P	560.5			**COIN** 12.9		101.4	12.36	1.40	2.40	3.44		
88 WP	573.4	A.B.S.		**ELBURZ** 3.3		88.5	12.22	1.26	2.25	3.28	9.20	1.03
100 P	576.7			**HALLECK** 4.5		85.2	12.19		2.20	s 3.23		
82 P	581.2	A.B.S. West Only		**RASID** 8.4		80.7	12.14	1.18	2.15	3.17		
112 WP	589.6		TO	**DEETH** 1.5		72.3	12.06 PM	1.09	2.05	s 3.05	9.08	12.48
	591.1			**WPRR Connection** 8.0		70.8						
122 P	599.1			**TULASCO** 4.5		62.8	11.57 AM		1.53	2.46		
86 IP	603.6	Automatic Block System	TO-R	**ALAZON** 3.9	D. T.	58.3	11.52	12.55 PM	1.48	2.39	8.57	12.34
W 107 Yard Limits E 125 BKWOYP	607.5		TO-R	**WELLS** 8.9		54.4	s 11.45		s 1.41	s 2.32		12.29
W 117 Yard Limits E 102 YP	616.4		TO	**MOOR** 3.7		45.5	11.24		1.22	2.11	8.42	12.17
98 P	620.1			**ANTHONY** 4.0		41.8	11.20		1.17	2.06		12.12
109 P	624.1			**HOLBORN** 3.4		37.8	11.15		1.12	2.00		12.07
115 P	627.5		TO	**FENELON** 4.3		34.4	11.10		1.06	1.54	8.28	12.03 AM
111 P	631.8			**PEQUOP** 5.0		30.1	11.05		1.01	1.47		11.58 PM
115 P	636.8			**ICARUS** 3.8		25.1	10.59		12.55	1.41		11.52
Yard Limits W 114 WYP	640.6		TO	**VALLEY PASS** 4.2	D. T.	21.3	10.52		12.48	1.34	8.13	11.46
65 P	644.8			**COBRE** 5.0		17.1				s 1.28		
M 92 WP	649.8			**LORAY** 12.1		12.1	10.31		12.27	1.11	8.00	11.25
Yard Limits BKWOYP	661.9		TO-R	**MONTELLO**		0.0	10.13 AM		12.09 PM	12.53 PM	7.40 PM	11.07 PM
				(127.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
				Time over District Average Speed per Hour			(3.00) 42.46	(1.28) 47.11	(3.13) 39.60	(3.37) 35.22	(2.16) 56.20	(2.40) 47.77

RULE 5. Schedule time and train-order time at Moor and Valley Pass apply at end of double track.

RULE S-72. Exception: No. 102 is superior to Nos. 21, 23, 27, and 31.

RULES 86, 87 and 93. Inferior first-class trains must clear the time of Nos. 101 and 102 not less than 5 minutes, and second-class trains, extra trains and engines must clear the time of Nos. 101 and 102 not less than 10 minutes.

Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 27 and 28.

Except in emergency the following tracks must be left clear of cars, to be used for meeting or passing trains when instructed by train dispatcher.

		Capacity
Anthony	South of main track	50
Fenelon	North of main track	50

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
23	Any Station	Sacramento	Beyond Ogden	Daily
39	Any Station		Salt Lake City	Daily

No. 31 stop on flag at any station to receive or discharge passengers, baggage, mail or express to or from any station.

WESTWARD

SECOND CLASS

Timetable No. 62

July 6, 1947

Mile Post Location			STATIONS	Distance from Montello	571 Freight	77 Western Pacific Fast Freight	573 Freight	53 Western Pacific Fast Freight	575 Freight	61 Western Pacific Fast Freight	577 Freight
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
534.5	A.B.S. West Only	TO-R	CARLIN 3.0	127.4	AM 5.35	AM 6.50	AM 11.40	PM 2.50	PM 6.10	PM 10.50	AM 12.11
537.5			VIVIAN 12.8	124.4							
550.3			AVENEL 4.0	111.6							
554.3			WEST ELKO 1.7	107.6		6.10 Via WP Yard		2.10 Via WP Yard		10.10 Via WP Yard	
556.0		TO-R	ELKO 4.5	105.9	5.05	5.10	11.10	1.10	5.40	9.10	11.40 PM
560.5			COIN 12.9	101.4							
573.4	A.B.S.		ELBURZ 3.3	88.5							
576.7	A.B.S. West Only		HALLECK 4.5	85.2	4.38	4.45	10.43	12.45	5.13	8.45	11.13
581.2			RASID 8.4	80.7							
589.6		TO	DEETH 1.5	72.3	4.22	4.29	10.27	12.29	4.57	8.29	10.57
591.1			WPRR Connection 8.0	70.8							
599.1			TULASCO 4.5	62.8							
603.6	Automatic Block System	TO-R	ALAZON 3.9 (D.T.)	58.3	4.05	4.10 AM	10.10	12.10 PM	4.40	8.10 PM	10.40
607.5		TO-R	WELLS 8.9	54.4	3.55		9.59		4.30		10.30
616.4		TO	MOOR 3.7	45.5	3.25		9.30		3.59		10.00
620.1			ANTHONY 4.0	41.8	3.14		9.19		3.49		9.49
624.1			HOLBORN 3.4	37.8	3.08		9.13		3.43		9.43
627.5		TO	FENELON 4.3	34.4	3.03		9.08		3.38		9.38
631.8			PEQUOP 5.0	30.1	2.57		9.02		3.32		9.32
636.8			ICARUS 3.8	25.1	2.50		8.55		3.25		9.25
640.6		TO	VALLEY PASS 4.2 (D.T.)	21.3	2.41		8.45		3.15		9.15
644.8			COBRE 5.0	17.1							
649.8			LORAY 12.1	12.1							
661.9		TO-R	MONTELLO	0.0	1.25 AM		7.30 AM		2.00 PM		8.01 PM
			(127.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			Time over District Average Speed per Hour		(4.10) 30.57	(2.40) 25.91	(4.10) 30.57	(2.40) 25.91	(4.10) 30.57	(2.40) 25.91	(4.10) 30.57

RULE 5. Schedule time and train-order time at Moor and Valley Pass apply at end of double track.

RULES 86, 87 AND 93. Inferior first-class trains must clear the time of Nos. 101 and 102 not less than 5 minutes, and second-class trains, extra trains, and engines must clear the time of Nos. 101 and 102 not less than 10 minutes.

Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 27 and 28.

Except in emergency the following tracks must be left clear of cars, to be used for meeting or passing trains when instructed by train dispatcher:

		Capacity
Anthony	South of main track	50
Fenelon	North of main track	50

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Tonka..........(Spur)	540.3	10P
Moleen ....(Spur)	544.5	50-11P
Osino............(Spur)	564.8	48P
Ryndon..........(Spur)	567.8	51P
Natchez..........(Spur)	585.3	49P
Nardi..........(Spur)	594.4	33P
Cedar..........(Spur)	613.6	3P
Tioga..........(Spur)	653.4	2P

OGDEN SUBDIVISION

EASTWARD

FIRST CLASS

Timetable No. 62

July 6, 1947

Capacity of sidings	32 Passenger Leave Daily	22 Pacific Leave Daily	24 Challenger Leave Daily	102 Streamliner City of SanFrancisco Leave Daily	28 SanFrancisco Overland Leave Daily	Mile Post Location	STATIONS	Distance from Montello
Yard Limits BKWOYP	PM 5.20	PM 2.33	PM 2.09	AM 6.43	AM 3.15	661.9	TO-R **MONTELLO**	0.0
E 113 P	5.30	2.42	2.18	6.49	3.24	668.3	6.4 **TECOMA**	6.4
Grouse W 121 P						674.3	6.0 **GARTNEY**	12.4
E 119 W 165 WYP	s 5.45	2.54	f 2.29	6.58	3.35	679.8	5.5 **LUCIN**	17.9
119 P						684.5	4.7 **PIGEON**	22.6
119 P						688.8	4.3 **TECK**	26.9
119 P						693.2	4.4 **JACKSON**	31.3
120 P						697.6	4.4 **BEPPO**	35.7
126 121 WP	6.15	3.18	2.53	7.14	3.57	702.1	4.5 **LEMAY**	40.2
121 P						706.4	4.3 **NEWFOUNDLAND**	44.5
120 P						711.1	4.7 **GROOME**	49.2
140 P						716.3	5.2 **ALLEN**	54.4
122 P						720.7	4.4 **HOGUP**	58.8
120 P						724.8	4.1 **OLNEY**	62.9
121 P						730.0	5.2 **STRONGKNOB**	68.1
121 OP	s 7.00	3.56	3.31	7.36	4.30	734.6	4.6 **LAKESIDE**	72.7
						739.7	5.1 **TRESEND**	77.8
137 P						741.1	1.4 **ENGLE**	79.2
116 P						744.8	3.7 **MIDLAKE**	82.9
93 P						750.1	5.3 **COLIN**	88.2
140 P	7.55	4.44	4.17	8.11	5.15	752.9	2.8 **BRIDGE**	91.0
51 WP	f 8.05					758.5	5.6 **PROMONTORY POINT**	96.6
M 127 P	8.26	5.01	4.34	8.23	5.30	767.2	8.7 **LITTLE MOUNTAIN**	105.3
P						776.3	9.1 **WEST WEBER**	114.4
Ogden yard I						781.4	5.1 **D&RGW Crossing**	119.5
Ogden yard BKWOTYP	s 8.55 PM	s 5.30 PM	s 5.00 PM	s 8.40 AM	s 5.55 AM	782.3	0.9 TO-R **OGDEN**	120.4
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(120.4)	
	(3.35)	(2.57)	(2.51)	(1.57)	(2.40)		........Time over District........	
	33.60	40.81	42.24	61.74	45.15		........Average Speed per Hour........	

Double Track (Montello–Lucin)

Automatic Block System (Lucin–Lemay)

Centralized Traffic Control (Lucin–Bridge)

D. T. (Lakeside–Tresend)

Double Track (Bridge–Ogden)

Be governed by current timetable, bulletins and rules of Ogden Union Railway and Depot Co., in Ogden yard limits. Be familiar with their Rule 104 (S) pertaining to movement over slip switches.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Rambo.........(Spur)	739.0	2 P
Saline.........(Spur)	755.0	13
Bagley.........(Spur)	763.7	19-20P
Reese.........(Spur)	772.5	19 P

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
24	Any Station..................	Beyond Ogden..	Sacramento.....	Daily
22	Any Station..................	Beyond Ogden..	Sacramento.....	Daily

No. 32 stop on flag at any station to receive or discharge passengers, baggage, mail or express to or from any station.

OGDEN SUBDIVISION

WESTWARD

FIRST CLASS

Timetable No. 62

July 6, 1947

Mile Post Location		STATIONS		Distance from Ogden	21 Pacific Arrive Daily	23 Challenger Arrive Daily	31 Passenger Arrive Daily	101 Streamliner City of San Francisco Arrive Daily	27 San Francisco Overland Arrive Daily
661.9	Automatic Block System	TO-R **MONTELLO** 6.4	Double Track	121.2	AM s 10.05	PM s 12.01	PM s 12.45	PM 7.40	PM s 10.59
668.3		**TECOMA** 2.8		114.8	9.56	11.53 AM	12.37	7.33	10.50
671.1		**GROUSE** 9.5		112.0					
679.8		**LUCIN** 4.7		102.5	9.38	11.36	s 12.18 PM	7.21	10.36
684.5		**PIGEON** 4.3	Centralized Traffic Control	97.8					
688.8		**TECK** 4.4		93.5					
693.2		**JACKSON** 4.4		89.1					
697.6		**BEPPO** 4.5		84.7					
702.1		**LEMAY** 4.3		80.2	9.13	11.12	11.50 AM	7.03	10.15
706.4		**NEWFOUNDLAND** 4.7		75.9					
711.1		**GROOME** 5.2		71.2					
716.3		**ALLEN** 4.4		66.0					
720.7		**HOGUP** 4.1		61.6					
724.8		**OLNEY** 5.2		57.5					
730.0		**STRONGKNOB** 4.6		52.3					
734.6		**LAKESIDE** 5.1	D. T.	47.7	8.37	10.37	s 11.02	6.42	9.44
739.7		**TRESEND** 1.4		42.6					
741.1		**ENGLE** 3.7		41.2					
744.8		**MIDLAKE** 5.3		37.5					
750.1		**COLIN** 2.8		32.2					
752.9		**BRIDGE** 5.6	Double Track	29.4	7.50	9.50	10.15	6.10	9.01
758.5		**PROMONTORY POINT** 8.7		23.8			f 10.05		
767.2		**LITTLE MOUNTAIN** 9.1		15.1	7.33	9.33	9.50	5.59	8.46
776.3		**WEST WEBER** 5.1		6.0					
781.4		**D&RGW Crossing** 0.9		0.9					
782.3		TO-R **OGDEN**		0.0	7.15 AM	9.15 AM	9.30 AM	5.45 PM	8.30 PM
		(121.2)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		Time over District Average Speed per Hour			(2.50) 42.77	(2.46) 43.80	(3.15) 37.29	(1.55) 63.23	(2.29) 48.80

Be governed by current timetable, bulletins and rules of Ogden Union Railway and Depot Co., in Ogden yard limits. Be familiar with their Rule 104 (S) pertaining to movement over slip switches.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
23	Any Station..........................	Sacramento.....	Beyond Ogden..	Daily

No. 31 stop on flag at any station to receive or discharge passengers, baggage, mail or express to or from any station.

WADSWORTH SUBDIVISION

EASTWARD / WESTWARD

Timetable No. 62

July 6, 1947

Capacity of sidings		SECOND CLASS 552 Freight Leave Daily	SECOND CLASS 550 Freight Leave Daily	Mile Post Location		STATIONS	Distance from Wendel	SECOND CLASS 559 Freight Arrive Daily	SECOND CLASS 557 Freight Arrive Daily
	Yard Limits WYP	PM 9.00	AM 8.10	276.1	TO-R	FERNLEY	82.6	AM 9.40	PM 8.30
	WP	9.15	8.15	278.1		2.0 WADSWORTH	80.6	9.30	8.19
108	P	9.30	8.22	281.2		3.1 DODGE	77.5	9.19	7.59
56	P	9.50	8.40	290.5		9.3 NUMANA	68.2	8.40	7.20
16	P	10.02	9.14	295.5		5.0 LIBBY	63.2	8.15	6.55
57	P	10.11	9.23	299.4		3.9 HESLIP	59.3	8.05	6.45
112	WP	10.35	9.48	308.2	TO	8.8 SUTCLIFFE	50.5	7.40	6.20
56	P	10.55	10.08	316.6		8.4 BRISTOL	42.1	7.15	5.55
28	WP	11.20	10.28	321.8		5.2 BIG CANYON	36.9	7.02	5.42
113	P	11.29	10.37	326.1		4.3 ZENOBIA	32.6	6.52	5.32
56		PM 11.47	10.57	335.6		9.5 EASTON	23.1	6.30	5.10
	IP		11.00	336.4		0.8 FLANIGAN	22.3	6.25	5.05
112	P	AM 12.10	11.20	345.2		8.8 STACY	13.5	6.05	4.45
		12.21	11.40	349.8		4.6 HERLONG	8.9	5.49	4.30
68	P	12.30	11.51	354.8		5.0 AMEDEE	3.9	5.40	4.20
	Yard Limits BKWOYP	12.40 AM	11.59 AM	358.7	TO-R	3.9 WENDEL	0.0	5.20 AM	4.00 PM
		Arrive Daily	Arrive Daily			(82.6)		Leave Daily	Leave Daily
		(3.40) 22.52	(3.49) 21.64			Time over District Average Speed per Hour		(4.20) 19.06	(4.30) 18.35

EASTWARD / WESTWARD

Timetable No. 62

July 6, 1947

Westwood Branch

Capacity of sidings			SECOND CLASS 546 Local Freight Leave Daily Ex. Sunday	Mile Post Location		STATIONS	Distance from Mason	THIRD CLASS 545 Local Freight Arrive Daily Ex. Sunday
	Yard Limits BKWOYP		AM 3.00	358.7	TO-R	WENDEL	48.5	AM 9.20
55	P		3.20	367.1	TO	8.4 LITCHFIELD	40.1	8.50
64	P		3.40	374.9		7.8 LEAVITT	32.3	8.35
	Yard Limits YKP		4.05 4.15	381.9	TO	7.0 SUSANVILLE	25.3	8.20 8.15
60	P		4.40	390.1		8.2 BUNNEL	17.1	7.45
54	WP		4.55	394.8		4.7 GOUMAZ	12.4	7.20
62	YP		5.15	400.1		5.3 WESTWOOD JCT.	7.1	7.00
	P		5.35 AM	407.2	TO-R	7.1 MASON	0.0	6.30 AM
			Arrive Daily Ex. Sunday			(48.5)		Leave Daily Ex. Sunday
			(2.35) 18.77			Time over District Average Speed per Hour		(2.50) 17.12

Be governed by current Timetable, Bulletins and Rules of Western Pacific R. R. Co. between Mason and Westwood.

407.2	MASON
410.1	2.9 CONMAN
411.3	1.2 WESTWOOD

ALTURAS SUBDIVISION

EASTWARD						Timetable No. 62 July 6, 1947		WESTWARD	
		SECOND CLASS						SECOND CLASS	
Capacity of sidings		558 Freight	554 Freight	Mile Post Location			Distance from Alturas	553 Freight	551 Freight
		Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily
	Yard Limits BKWOYP	PM 1.30	AM 1.30	358.7	TO-R	**WENDEL**	98.2	AM 11.40	AM 4.45
68	P	2.00	2.00	365.6		6.9 **VIEWLAND**	91.3	11.10	4.15
102	WP	2.25	2.25	374.7		9.1 **KARLO**	82.2	10.40	3.45
69	P	2.55	**3.15**	383.6		8.9 **SECRET**	73.3	10.10	**3.15**
	WP	3.15	3.35	388.0		4.4 **HORSE LAKE**	68.9	9.45	2.45
116	YP	3.35	4.05	392.5		4.5 **CREST**	64.4	9.30	2.30
104	Yard Limits WP	3.50	4.25	397.9	TO	5.4 **RAVENDALE**	59.0	9.16	2.16
28	P	4.10	4.45	404.7		6.8 **TERMO**	52.2	8.55	1.55
83	WYP	4.55	5.30	418.9	TO	14.2 **MADELINE**	38.0	8.15	1.15
116	YP	5.15	5.50	423.3		4.4 **SAGE HEN**	33.6	7.58	12.58
72	WP	6.00	6.35	434.0		10.7 **INDIAN CAMP**	22.9	7.20	12.20
115	KWYP	6.25	**7.00**	438.7	TO	4.7 **LIKELY**	18.2	**7.00**	12.05 AM
	P	6.45	7.20	443.6		4.9 **BAYLEY**	13.3	6.45	11.50 PM
		6.55	7.30	446.4		2.8 **McARTHUR**	10.5	6.35	11.40
	Yard Limits BKWOYP	7.30 PM	8.20 AM	456.9	TO-R	10.5 **ALTURAS**	0.0	5.55 AM	11.00 PM
		Arrive Daily	Arrive Daily			(98.2)		Leave Daily	Leave Daily
		(6.00) 16.30	(6.50) 14.37			..............Time over District.............. ....Average Speed per Hour.......		(5.45) 17.07	(5.45) 17.07

RULE 5. Schedule time and train order time at Alturas apply at train-order office.

MINA SUBDIVISION

EASTWARD	SECOND CLASS				Timetable No. 62 July 6, 1947		WESTWARD THIRD CLASS		
Capacity of sidings		606 Mixed Leave Daily Ex. Sunday	Mile Post Location		Mina Branch STATIONS	Distance from Mina	605 Mixed Arrive Daily Ex. Sunday		
Yard Limits BKWTYP		PM 9.15	288.1	TO-R	**HAZEN**	128.9	PM s 5.45		
44		9.45	292.9		4.8 **BANGO**	124.1	f 5.30		
43		f 10.01	297.9		5.0 **RUGBY**	119.1	f 5.13		
61		f 10.29	307.0		9.1 **APPIAN**	110.0	f 4.43		
P		s 10.50	313.8		6.8 **WEEKS**	103.2	f 4.22		
35		f 10.57	316.4		2.6 **CHURCHILL**	100.6	f 4.14		
Yard Limits WYP		PM s 11.46	328.0	TO	11.6 **WABUSKA**	89.0	s 3.40		
		AM 12.02	331.9		3.9 **LUX**	85.1	f 3.23		
31		f 12.47	347.7		15.8 **RESERVATION**	69.3	f 2.43		
54 W		s 1.09	354.2	TO	6.5 **SCHURZ**	62.8	s 2.23		
61 P		f 1.50	367.3		13.1 **GILLIS**	49.7	f 1.43		
P		f	369.3		2.0 **NOLAN**	47.7			
Yard Limits 43 WY		s 2.50	384.4	TO	15.1 **THORNE**	32.6	s 1.00		
44		f 3.05	389.4		5.0 **DOVER**	27.6	f 12.42		
35		f 3.20	394.0		4.6 **KINKEAD**	23.0	f 12.30 PM		
		s 4.07	408.2		14.2 **LUNING**	8.8	s 11.55 AM		
Yard Limits BKWOYP		s 4.35 AM	417.0	TO-R	8.8 **MINA**	0.0	11.30 AM		
		Arrive Daily Ex. Monday			(128.9)		Leave Daily Ex. Sunday		
		(7.20) 15.46			..........Time over District.......... ....Average Speed per Hour.......		(6.15) 20.62		

When using Wye at Thorne, do so under flag protection.

EASTWARD	SECOND CLASS				Timetable No. 62 July 6, 1947		WESTWARD THIRD CLASS		
Capacity of sidings		602 Mixed Leave Daily Ex. Sunday	Mile Post Location		Fallon Branch STATIONS	Distance from Fallon	603 Mixed Arrive Daily Ex. Sunday		
Yard Limits BKWTYP		AM 7.45	288.1	TO-R	**HAZEN**	15.8	PM s 12.20		
15		f 8.10	298.1		10.0 **MIRAGE**	5.8			
Yard Limits WYP		s 8.20 AM	303.9	TO-R	5.8 **FALLON**	0.0	11.45 AM		
		Arrive Daily Ex. Sunday			(15.8)		Leave Daily Ex. Sunday		
		(0.35) 27.08			..........Time over District.......... ....Average Speed per Hour.......		(0.35) 27.08		

RULE A. All, or portions of, the following rules have been changed. Pasters have been printed covering these changes, and employes must have the pasters in their copy of Book of Rules:

Rules 10(H)
15
26
99
104(D)
210
221
271
295
297
705
707
708
763
837

Definition of FIXED SIGNAL is changed to read as follows:

"A signal of fixed location indicating a condition affecting the movement of a train, such as train-order, automatic, interlocking or absolute signal; switch, stop boards, yard limit boards or speed boards."

RULE 2 (A). Watches subject to inspection must be presented monthly, between first and fifteenth, instead of semi-monthly, to a designated inspector.

RULE 10 (J) is revised to read as follows:

"Speed boards will be located to the right of track in direction of approach where practicable, except on double track where trains keep to the left, they will be located to the left if proximity of adjoining main track prevents location to the right.

Speed boards that prescribe reduction in speed will be located three-fourths mile from initial point of restriction. Speed boards that authorize an increase in speed will be located at the point where higher speed is permissible, and speed may be increased accordingly as soon as rear of train has passed the speed board.

(no change in Figs. 1, 2 and 3)

The higher number on speed board indicates the maximum speed of trains consisting entirely of passenger equipment, and the lower number indicates the maximum speed of all other trains. Where but one number is shown it indicates the maximum speed of all trains.

Round yellow speed boards indicate by black figures the maximum speed of certain passenger trains designated by special instructions in the timetable or by timetable bulletin; speed indicated by oval white speed boards applies to those trains unless a round yellow speed board is displayed on same post below the oval speed board.

Certain speed boards have the word "SIGNAL" above the figures. Such speed boards in approach to a distant signal indicate the speed that must not be exceeded while engine is passing the distant signal three-fourths mile beyond the speed board, unless distant signal can plainly be seen to be displaying proceed indication; and such speed boards in approach to a home signal indicate the speed that must not be exceeded while approaching the home signal three-fourths mile beyond the speed board until indication of home signal can plainly be seen. The word "SIGNAL" on an oval speed board also applies to a round yellow speed board if displayed on the same post."

Round yellow speed boards indicate by black figures the speed restrictions applying to Streamliner "CITY OF SAN FRANCISCO."

RULE 17. Oscillating white light on engines so equipped is to be operated in addition to headlight, when engine is moving at night, and in foggy or stormy weather by day. It must be extinguished approaching passenger stations.

Oscillating red light on engines so equipped shall be operated by day or night, only when a train has stopped, or is stopping, under circumstances that may cause an adjacent track to be fouled, and will not in any way relieve trainmen and enginemen from compliance with Rules 99 and 102. A train or engine on adjacent track must stop at once, and may proceed only after ascertaining that track is safe for passage of trains.

RULE 26. When emergency work is to be done under Streamliner "CITY OF SAN FRANCISCO", chains must also be placed each side of a traction wheel, and 90-pound brake pipe pressure must be maintained until work completed.

RULE 28. In double-track territory signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction, except as shown on pages 2, 3, 4, 7 and 8.

RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are locked after clearing main track for Streamliner "CITY OF SAN FRANCISCO".

RULE 105. Sidings designated "E" in Capacity of sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains. Those designated "M" for middle, may be used by trains in either direction.

RULE 505. AUTOMATIC BLOCK SYSTEM

PUSH BUTTONS

Where signal protection is provided for movements from an adjacent track to main track, push buttons and pilot lights are installed in box near each of the two signals, with time-release feature, to clear signals on one track when the control circuit on the other track is occupied.

Train on main track to let train on siding pass may clear signal on siding by pressing button bearing number of signal on siding. Train on siding to let train on main track pass should not pass Approach Circuit sign, but when necessary to do so, may clear signal on main track by pressing button bearing number of signal on main track.

When signals are found in stop position, under any condition, operate push button governing route desired.

When necessary to use push button, hold button depressed until pilot light appears.

Further instructions posted inside push-button box.

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock-box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track, or through a crossover to a main track, until switch indicator indicates block clear on opposite track. Within C.T.C. limits dispatcher's permission must be obtained before lock-box door is opened.

After lock-box door is opened lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock box indicates "unlocked".

Lock lever must not be returned to locked position until all movements over the switch are completed, switch returned to normal position and locked. Within C.T.C. limits dispatcher must also be notified by telephone when completed.

When switch indicators indicate "block occupied", instructions posted inside lock box for operation of push button to start time-release must be complied with if movement is to be made to main track while approach circuit is occupied by another train, in addition to providing flag protection when necessary.

Emergency lock release to be used only in case of electrical or mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency lock release, dispatcher's permission must first be obtained, and movement made only after flag protection provided on both tracks.

RULE 535. A spring switch with facing point lock must not be trailed through unless switch target displays the letters "SS" in normal position, or switch has been lined for the movement.

When a signal with triangular number plate protecting a spring switch with facing point lock displays stop indication, member of crew must open and close spring switch by hand, removing any obstruction. If signal does not then display proceed indication, switch must be hand thrown for the movement.

When a spring switch or spring derail is hand thrown, trainman so setting same must again set it for normal position after movement has been completed, unless he has arranged for another trainman to do so.

RULE 536. Wheels of tenders must not be considered as engine wheels.

RULE 760. CENTRALIZED TRAFFIC CONTROL SYSTEM

White light which may appear on side of relay housings is maintainer's call light, but when train has been stopped by an absolute signal and white light is observed burning, member of crew will communicate with dispatcher even though another train may be seen approaching.

Lower unit of all two-unit light signals governs movement on diverging route, movement through crossovers being considered diverging route.

Call-on units on absolute signals when flashing yellow, authorize train after stopping to proceed on siding without securing telephone permission from dispatcher, but must expect to find a preceding train at any point on siding.

Instructions for operating dual control switch machines and electric locks are posted in telephone booths, or inside of electric lock boxes.

GENERAL REGULATIONS

RULE 827. TRAIN INSPECTION

Engines running light on descending grades must stop for inspection at freight train inspection points unless otherwise provided.

The maximum distance a freight train may run without stopping for inspection is 82 miles, unless otherwise prescribed. Inspection must be made at any intermediate stop. During stormy weather, where view of running gear is obscured by snow or otherwise, or if other conditions require, more frequent inspection must be made.

Trains, including military trains, made up in part of freight cars or caboose equipped with cast iron wheels are required to comply with rules and timetable instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

When running inspections are made, at least one trainman will so place himself as to take advantage of air currents or other atmospheric conditions.

In the absence of trainmen in cupola, conductor must devote as much time as possible in watching train. Where trains are rounding curve and approaching sidings trainmen must look along side of train from head and rear end for indications of defects in train and also frequently observe condition of track to determine derailment marks or dragging parts.

When train handling logs takes siding to meet opposing train or allow a following train to pass, such train must be thoroughly inspected to see that proper clearance exists to insure safe movement for the expected train. No movement of train on siding will be attempted until expected train has passed.

Cars bearing placards denoting contents are explosive, inflammable, poisonous, or otherwise dangerous, must be given careful inspection, at all points where train inspection is made.

RULE 849. Steam valve on Pullman troop sleepers cannot be opened while train is in motion, and when such car is on rear of train steam line must not be cut, in any portion of train, until valve is closed on the car on each side of coupling to be opened, to avoid burning by steam.

RULE 873. Engines must not be blown out when passing over open-deck bridges.

AIR BRAKE RULES

RULE 38. Incoming engineer at Sparks and Carlin on "CITY OF SAN FRANCISCO" will make electro-pneumatic application of brakes. Inspector will note that rear brakes on train apply, then signal for release.

Outgoing engineer will release brakes and inspector will note rear brakes release. This test to be followed by running test in accordance with Air Brake Rule 39 as soon as speed permits after starting train.

In the event electro-pneumatic brakes are inoperative, automatic air brake test will be made in the same manner.

RULE 39. Streamliner, "CITY OF SAN FRANCISCO", carries 110-pound brake pipe pressure and has graduated release; when necessary to use a steam engine to handle this train, such engine must also carry 110-pound brake pipe pressure instead of the 90 pounds ordinarily carried when handling passenger trains. The high pressure side of the air compressor governor of the steam engine must be set for 140 pounds and the low pressure side for 130-pound pressure.

As piping of air brake system on Streamliner, "CITY OF SAN FRANCISCO", will not permit of compliance with Rule 24 the following will govern when coupling engines to or cutting them off this train:

Couple helper engine on in order to hold the train from running away and before cutting in automatic air; release the straight air set up from the power cars; then close the double heading cock.

The automatic brakes may then be applied and released from the helper engine without delay or difficulty, if proper brake pipe and main reservoir pressure is carried. No rear end test is required. The application and release of the brakes should be checked by an inspector or trainman from rear car.

When helper engine is to be cut off train, the automatic brake should be applied and left applied until helper is detached. Engineman on power car should then open the double heading cock and apply electro-pneumatic brake. Release of brake on the last car in the train is a check that the brake is operative and the train is ready to proceed.

MISCELLANEOUS

1. In all cases with heavy freight trains where necessary to make a short move to reach water or oil column, including that required to spot second engine of double header, engines must be cut off.

4. Helper service:

No helper engine will be placed behind wooden underframe cars or cabooses.

Engines weighing more than 235,000 pounds on drivers will not be placed behind steel underframe cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses.

One helper may be placed on head end, but not more than two engines will be used on head end of any freight train. When additional helpers are required, they will be placed back in train and cut in ahead of any cars of wooden frame construction and when practicable should be placed behind a loaded car.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

When used as helpers in rear of train, AC, AM or MM class engines must not be coupled together, nor may more than two engines of any other class be coupled together. When coupled, larger engines must be placed ahead of smaller engines. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least four cars.

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine if it can be avoided.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water. On grades road engine and helper must not be cut off from train at the same time without hand brakes being securely set.

4 (a). For the purpose of pushing trains out of yards:

No engine will be placed behind wooden underframe caboose or other wooden frame equipment.

Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through pusher engine.

Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

7. Capacity of sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one engine and caboose.

10. When a sign reading "Occupied Outfit Cars" is attached to switch lock, the outfit cars must not be coupled to, nor moved, until occupants have been notified, and permission given by foreman or his representative.

12. Engines equipped with snow plow requiring use of long drawbars must not be coupled behind other equipment when used as helpers. This will not apply to C class engines equipped with snow plow when used as helper engines out of Alturas, behind caboose with all steel underframe equipment in train.

14. Between April 1st and November 1st, use sprinklers on engines so equipped, over all open deck trestles and steel bridges consistent with water supply. Do not use sprinklers on Great Salt Lake trestle and other ballast deck structures.

20. Handling of freight cars in trains behind passenger cars is prohibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements. This does not refer to a baggage, express, or mail car, or a caboose.

All cars moved in passenger trains must be equipped with steel-tired or all-steel wheels. When cars not so equipped are offered for movement, they will be handled in freight trains—passengers, if any, to move on passenger train.

Baggage, express, mail, refrigerator or other head end cars will not be handled on rear of passenger trains unless trainmen can pass through them.

21. Attention of all employes is directed to list of impaired clearances and trainmen are notified that it is dangerous to stand on cars in passing through them.

There are numerous structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their locations and avoid personal injury.

SPEED RESTRICTIONS

List of CCB (cross-counterbalanced) engines:
All P-8 class
All F-1 class, except engs. 3618, 3639.
All F-3 class.
All F-4 class, except eng. 3700.
All F-5 class.
All B class, except engs. 3501, 3502, 3504, 3505, 3508, 3509.

MAXIMUM SPEED PERMITTED CERTAIN ENGINES

Maximum speed for S and SE class engines 20 MPH, but must not exceed speed permitted freight and mixed trains and light engines.

Steam or Diesel-electric engines backing must not exceed 20 MPH on all curves, and when approaching road crossings at grade.

Steam engines coupled tender to tender must not exceed speed permitted same engines running light backward.

Engines with tenders having water capacity of 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, must not exceed 50 MPH. This restriction does not apply to WPRR engines and tenders.

Maximum speed of engines under following conditions, running under own steam, or hauled in train:

When all weight has been removed from any one pair of drivers	20 MPH
When all weight has been removed from only one wheel of any pair of drivers	30 MPH
When engine truck is removed	20 MPH
When main rod only is removed	30 MPH
When side rod only is removed	30 MPH
When both main and side rods are removed	20 MPH
When hauled in train with all rods on	30 MPH

When train order is received indicating that main track is out of service and that trains are to be detoured through a siding or other track, or over a shoofly, necessitating a reduction in normal train speed, signal 16(f) must be sounded on passenger trains one mile before reaching point where train must reduce speed, which must be acknowledged by whistle signal 14(g).

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT

	MPH
Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers transported on their own wheels; and car-top ditchers when blocking and tie-down cables are removed:	
On tangent main tracks, except	35
SPMW 4044	25
On tangent branch tracks	25
On all curves 5 MPH less than speed authorized. Where speed boards in place, 5 MPH less than shown on speed boards, except where speed indicated is 15 MPH or less be governed by speed boards.	
Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
On tangent main tracks	20
On curves and on branch tracks	15
Trains handling locomotive cranes with boom in place, either end forward (to be handled in work train when practicable):	
On tangent main tracks	25
On curves and on branch tracks	15
Trains handling steel pile-drivers may make maximum restricted freight train speed.	
Trains handling relief outfit with steam derrick:	
On tangent main tracks	35
On tangent branch tracks, except	25
(Relief outfits 7014 and 7025 must not be operated on Mina Branch between Mina and Tonopah Jct.)	
On all curves, 5 MPH less than speed authorized. Where speed boards in place, 5 MPH less than shown on speed boards, except where speed indicated is 15 MPH or less be governed by speed boards.	

Passenger trains handling steel wheel baggage-express cars in series 5810 to 5874, and foreign line steel wheel cars not equipped with high speed trucks, must not exceed 60 MPH.

Wooden equipment must not be handled in regular passenger trains.

Extra passenger trains handling wooden coaches or chair cars must not exceed 40 MPH.

Maximum speed of deadhead equipment or passenger trains with standard caboose is 50 MPH.

Trains consisting of steam or Diesel-electric engine and caboose only must not exceed speed permitted for engines of that class running forward light; such trains must not, in any case exceed 40 MPH.

Maximum speed for trains handling logs loaded on flat or logging cars is 25 MPH.

RULE 10 (J). Speed board to right of track with two tracks intervening for westward trains at MP 274.86 reading 55-35 is also duplicated to the left of track with one track intervening.

Yellow speed board to right of track with one track intervening for eastward Streamliners at MP 328.38 reading 90 is also duplicated to the left of track.

RULE 14 (e). As specified below, — — — — — — — shall be indication flagman may return from east as prescribed by Rule 99:
Fernley, on Wadsworth Subdivision.
Hazen, on Mina Subdivision.

RULE 21 (C). Indicators of trains arriving Sparks may be displayed until engine arrives at engine-house, where they must be immediately removed.

RULE 82 (A). Trains originating at Fernley and Hazen must obtain clearance.

RULE 83. If a positive observation check is made between Imlay and Humboldt; Rye Patch and Perth; it will apply at end of the double track.

Trains approaching each other between these stations will reduce speed sufficiently to permit identification and will apply Rule 14 (k).

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:
Imlay.........First-class trains.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, except within C.T.C. limits, are established at the following points:

West MP		East MP
241.63	Sparks	247.60
	Fernley (Wadsworth Subdivision)	276.77
	Hazen (Mina Branch)	289.47
	" (Fallon Branch)	289.23
382.60	Imlay	385.71

Sparks. Outbound engines, moving from roundhouse lead to west end of freight yard, shall proceed west on eastward main track to crossover west of Seventeenth Street crossing and back into freight yard.

Westward freight trains stop before passing Signal 2469, except when proceed signal received from yardman, green flag, or green light.

RULE D-97 (A) will apply:
Between Sparks and Vista.

RULE 103 (A). When using spur in C. & M. Lumber Yard, Sparks, yardman must take position on road crossing before movement made over crossing in either direction.

RULE 104. Normal position of rigid switches at end of double track and junctions will be as follows:

Sparks, west of dispatcher's office	For westward track.
Sparks, east of dispatcher's office	For eastward track.
Fernley (Wadsworth Subdivision)	For controlled siding.
Hazen (Mina Branch)	For controlled siding.
Hazen (Fallon Branch)	For Mina Branch.

Fernley. West switches tracks Nos. 1 and 2 must be left lined for movement from Wadsworth Subdivision.

Hazen. Switches lined and locked for Mina Branch main track except Junction switch.

RULE 105. The following are designated for use as sidings:
The track north of main track at:
Parran and Huxley.
The track south of the main track at:
Falais, Desert, Ocala and Miriam.

RULE D-251. Applies as follows:
On both tracks between Sparks and Vista.

RULE 505. AUTOMATIC BLOCK SYSTEM

Sparks. Light Signal 2452 on signal bridge governs main track movements on eastward main track. Lower unit of Signal 2452 on signal bridge governs diverging route movement from eastward main track across westward track into freight yard. Dwarf light Signals 2453 and 2459 govern main track movements on westward main track.

Following main track not protected by block signals:
Eastward, from 1400 feet east of engine lead switch at MP 245.5 to Signal 2462.
Westward, from east switch of crossover forming end of double track to Signal 2459.

Light Signal 2455 governs movement from engine lead to eastward main track. When this signal indicates "stop", engine must after stopping at signal, proceed only on hand signal from yardman. Yardman must not give signal to engineer until trains moving on eastward main track have stopped or crossover switches are lined from eastward main track into freight yard, protecting movement.

Signals 2470 and 2472 are equipped with push buttons. After properly operating push buttons, if signal fails to display green or yellow aspect, train may proceed as prescribed by Rule 509 (i).

RULE 510. The following block signals, equipped with a triangular number plate displaying the letter "P", have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-2508	Rock slide fence, MP 252.47	
	Rock slide fence, MP 254.52	P-2553
P-2554	Rock slide fence, MP 256.59	
P-3402	Spring switch end double track, Perth	P-3403

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated in Speed Restrictions table must not be exceeded while trailing through these switches:

Location		Normal Position
Vista	End double track	Westward track
Perth	End double track	Eastward track

Spring switches not equipped with facing point locks are located as follows, and speed indicated in Speed Restrictions table must not be exceeded while passing over them in facing movement, or in trailing through them:

Location		Normal Position
Sparks	East end PFE track	Eastward track
Lovelock	West end westward siding	Westward track
Lovelock	East end eastward siding	Eastward track
Rye Patch	East end siding	Main track
Imlay	West end yard track	Westward track

Trains moving against current of traffic must stop and ascertain that spring switches at Sparks, Lovelock, Rye Patch and Imlay are properly lined before using.

Sparks. Spring switches are located at east and west end of engine lead.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and requires movement as follows
M	3824	Imlay	Proceed to train-order office.
S	3824	Imlay	Call yardmaster for instructions.

RULE 760. CENTRALIZED TRAFFIC CONTROL SYSTEM

Limits extend from MP 249.74 Vista, to MP 293.2 Massie.

Switch at end double track Vista is a spring switch with facing point lock, and when eastward absolute signal indicates "proceed" switch may be trailed through. This switch also equipped with electric lock, and when necessary to operate switch by hand, dispatcher must first be asked to release electric lock, after which manually operate spring switch before, and after, using.

Trains stopped by eastward absolute signal Vista, observing flashing white light may recall flagman from rear and prepare to start when signal clears.

West switch wye to Wadsworth Subdivision Fernley dual controlled, but wye is not a controlled siding. Trains and engines must not enter this leg of wye from Wadsworth Subdivision until dispatcher's permission obtained.

Eastward trains must obtain clearance at Sparks. Clearance for section of regular schedule must read "no signals" or "green signals", and signal order must be obtained before leaving Hazen. Eastward trains must obtain train-order check of all overdue superior trains before leaving Hazen, and need not check register at Sparks.

Eastward trains must identify superior trains between train-order signal Hazen and end of C.T.C. at Massie. Rule 14(k) will apply between Hazen and Massie.

Hazen is continuous train-order office. Signal arm for westward movement removed. Eastward trains must obtain clearance at Hazen; westward trains need not obtain clearance at Hazen.

GENERAL REGULATIONS

RULE 825. Fernley. Sufficient, but not less than five hand brakes must be set on east end of cars left standing on tracks 1 and 2; and when necessary to shove cars eastward on these tracks air must be coupled through all cars.

RULE 827. TRAIN INSPECTION

When conditions are favorable and in the judgment of conductor and engineer it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping for inspection if the distance is not over 82 miles; or may make continuous run between Hazen and Imlay in either direction; or may make continuous run between Imlay and Fernley in either direction provided rolling inspection at not to exceed 8 MPH is made on eastward trains at Massie, and on westward trains at some point between Lovelock and Perth. Thorough inspection must be made at any intermediate stops.

Train crews of westward freight trains will make rolling inspection, both sides of train, departing Imlay.

AIR BRAKE RULES

RULE 39. Running air brake test must be made at Imlay in both directions.

MISCELLANEOUS

1. Do not take water at Lovelock, except in emergency, and then only enough to reach next water supply.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All except S class	Reno—All industry tracks north of westward main track between Park St. and W. P. interchange.
AC-4-5-6; F; GS; Mt; P; and cars higher than Hart convertible ballast	Fernley—On all tracks at sand pit.
All engines	Hazen—Old mill track, north side.
AC-4-5-6; F; GS; Mt; P.	Perth—All pit tracks.
All engines	Humboldt—Middle track between clearance points.

At Lovelock, latch corral gates before switching on Hi-Gro Mill spur.

Load limit (car and contents):

Sparks-Imlay ....240,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
249.84	Vista	Truckee River bridge No. 5....Overhead and Side
250.99	Vista	Truckee River bridge No. 6....Overhead and Side
258.07	Patrick	Truckee River bridge No. 7....Overhead and Side
262.51	Clark	Truckee River bridge No. 8....Overhead and Side
264.48	Thisbe	Truckee River bridge No. 9....Overhead and Side
264.70	Thisbe	Truckee River bridge No. 10...Overhead and Side
268.24	Thisbe	Truckee River bridge No. 11...Overhead and Side
268.69	Thisbe	Truckee River bridge No. 12...Overhead and Side
269.44	Gilpin	Truckee River bridge No. 13...Overhead and Side
288.10	Hazen	Two water columns..........Side
384.10	Imlay	Two water columns..........Side

LOCATIONS WHERE SPEED BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK

For Eastward Trains			For Westward Trains		
Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP	Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP
248.14	249.39	249.82	247.84	247.14	245.12
249.07	249.82	249.85	250.57	249.84	249.38
250.30	250.99	251.02	251.80	251.02	250.99
251.30	252.06	253.60	254.35	253.60	252.06
255.22	255.97	256.72	257.60	256.72	255.97
256.75	258.07	258.10	258.87	258.10	258.07
261.16	262.34	264.08	264.84	264.08	262.34
263.66	264.40	264.81	265.56	264.81	264.40
266.04	266.76	267.97	268.72	267.97	266.76
267.50	268.25	269.45	270.20	269.45	268.25
270.06	270.85	271.07	271.83	271.07	270.85
270.44	271.19	271.68	272.43	271.68	271.19
273.02	273.76	274.11	x274.86	274.11	273.76
282.80	283.53	285.39	285.94	285.39	283.54
285.10	285.94	286.95	287.70	286.95	285.94
316.00	317.00	317.64	318.39	317.64	317.00
322.12	322.91	323.45	324.19	323.45	322.91
x328.38	329.08	331.20	331.98	331.25	329.08
343.16	343.91	344.80	340.91	340.16	340.14
351.48	352.25	352.60	345.55	344.80	343.91
353.00	353.77	354.34	353.47	352.62	352.25
365.58	366.40	367.01	354.92	354.12	353.77
367.70	368.46	369.09	367.95	367.20	366.39
382.26	383.01	385.58	370.02	369.27	368.56
			370.89	370.14	369.72
			371.93	371.15	370.86
			386.33	385.58	383.01

For Eastward Trains: xBoards north and south side of track with one track intervening on south side.

For Westward Trains: xBoards north and south side of track with 2 tracks intervening north side.

SPEED RESTRICTIONS: Maximum speed of trains with engines of various classes is shown below. Trains with engines not listed must not exceed 35 MPH. Speed must be further restricted as required by speed boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD										LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
	PASSENGER								*FREIGHT AND MIXED							
	DEP with Streamlined CITY OF SAN FRANCISCO	DEP P-7-8-10-12 A Mt GS WPRR: TP, MTP, GS	DEF E P-1-3-4-5-6-11	T-26-32-37-40 AC-4-5-6-7-8-9-10-11-12 WPRR: D-225	M T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB) SP B (if CCB) WPRR: Mk, M100	AM B (if not CCB) WPRR: C-43 (21 to 65)	DES 1 to 7 DES 100 to 107 C-2-4-5-8-9-10-18-19-26-27-28-29 TW Mk-2-4 F (if not CCB) AC-1-2-3 WPRR: C-43 (1 to 20)	C-15-17-32 Mk-10-11 MM	With no Restricted Cars (see note)	With Restricted Cars (see note)	DEP DEF E P A Mt GS WPRR: D-225, TP, MTP, GS, M-100	DES 1 to 7 DES 100 to 107 T-26-32-37-40 Mk-5-6-7-8-9 F (if CCB) AC-4-5-6-7-8-9-10-11-12	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 F (if not CCB) SP B	DES-200 C-15-17-32 TW Mk-2-4-10-11 AC-1-2-3 AM MM WPRR: Mk, C-43	DES DEP DEF E T P C TW WPRR: All engs. A Mk F Mt GS SP B	M AC AM MM
COLUMN:	A	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
EASTWARD, Sparks to Imlay, except	95	70	65	60	50	45	40	35	50	40	45	40	35	30	30	25
MP 245.12 to MP 247.14 (east switch Sparks)	20	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
MP 247.14 to MP 249.82 (spring switch Vista)	80	60	60	60	50	45	40	35	50	40	45	40	35	30	30	25
Vista, through spring switch	35	35	35	35	35	35	35	35	30	30	30	30	30	30	30	25
MP 249.82 to MP 268.24	80	60	60	60	50	45	40	35	50	40	45	40	35	30	30	25
MP 268.24 to MP 269.44 (east end bridge)	80	50	50	50	50	45	40	35	40	40	40	40	35	30	30	25
MP 269.44 to MP 273.76 (beginning of curve)	80	60	60	60	50	45	40	35	50	40	45	40	35	30	30	25
MP 273.76 to MP 274.11 (end of curve)	55	55	55	55	50	45	40	35	45	40	45	40	35	30	30	25
MP 306.8 to MP 327.65 (Toy)	95	65	65	60	50	45	40	35	50	40	45	40	35	30	30	25
MP 343.91 to MP 344.80 (east end Lovelock)	50	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP 383.01 to MP 385.58 (east switch Imlay)	60	40	40	40	40	40	40	35	20	20	20	20	20	20	20	20
WESTWARD, Imlay to Sparks, except	95	70	65	60	50	45	40	35	50	40	45	40	35	30	30	25
MP 385.58 to MP 383.01 (west switch Imlay)	60	40	40	40	40	40	40	35	20	20	20	20	20	20	20	20
MP 344.80 to MP 343.91 (west end Lovelock)	50	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
Perth, through spring switch	35	35	35	35	35	35	35	35	30	30	30	30	30	30	30	25
MP 327.65 to MP 306.8 (Desert)	95	65	65	60	50	45	40	35	50	40	45	40	35	30	30	25
MP 274.11 to MP 273.76 (west end curve)	55	55	55	55	50	45	40	35	45	40	45	40	35	30	30	25
MP 273.76 to MP 269.44 (east end bridge)	80	60	60	60	50	45	40	35	50	40	45	40	35	30	30	25
MP 269.44 to MP 268.24 (west end bridge)	80	50	50	50	50	45	40	35	40	40	40	40	35	30	30	25
MP 268.24 to MP 249.82 (spring switch Vista)	80	60	60	60	50	45	40	35	50	40	45	40	35	30	30	25
Vista, over spring switch	70	60	60	60	50	45	40	35	50	40	45	40	35	30	30	25
MP 249.82 to MP 247.14 (east switch Sparks)	80	60	60	60	50	45	40	35	50	40	45	40	35	30	30	25
MP 247.14 to MP 245.12 (west switch Sparks)	20	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
AGAINST CURRENT OF TRAFFIC	60	60	55	55	50	45	40	35	40	40	40	40	35	30	30	25

*Freight and mixed trains with an engine listed in columns 5, 6 or 7 must not exceed maximum speed permitted the same engine when handling passenger train.

(NOTE) RESTRICTED CARS: Twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed permitted with Certain Equipment"; scale test cars; and cars with arch-bar trucks.

When electro-pneumatic brakes are inoperative, maximum speed of 95 MPH shown in column A, and permissible speed as indicated on SIGNAL speed boards, must be reduced by 5 MPH.

DES 1 to 7 and DES 100 to 107 may make maximum of 40 MPH in territory where 30 MPH is authorized in Column 14.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side-tracks, crossovers, turnouts and slip-switches, except:	15
Passenger trains on controlled sidings, except:	25
Westward on siding at Hafed	15
Freight trains on controlled sidings, except:	20
Westward on sidings at Hafed, Patrick and Darwin	15
Eastward on sidings at Hafed, Thisbe, Gilpin and on south siding at Hazen	15
On any wye	10
Through any siding, crossover, turnout or slip-switch with engine backing, except:	10
DES class backing light on controlled sidings	15

SPARKS SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Sparks to Lovelock	Lovelock to Rye Patch Imlay to Sparks	Rye Patch to Imlay
E-23	1500 and 1502	5000	3550	3700
M-4	1617 to 1713	6350	4200	4800
M-6, 8	1721 to 1803, 1823 to 1825	7800	5200	6000
M-9, 10, 11	1804 to 1822, 1826 to 1831 and 1836	8200	5700	6000
M-11	1832 to 1835	8600	6000	6250
T-1	2242 to 2271	5700	4000	4150
T-8, 9	2161, 2174 and 2178	4100	2850	3000
T-23	2301 to 2310	8200	5400	6300
T-26	2283 to 2299	7050	4650	5400
T-28, 31	2311 to 2362	9000	5900	6900
T-32, 40	2363 to 2384	9000	5900	6900
T-36	2103	6000	4250	4450
T-37	2105 and 2106	8200	5750	6000
T-57, 58	2385 and 2386	7400	5200	5400
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	7400	5200	5400
P-1	2400, 2403 to 2407 and 2415	7800	5450	5700
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	8200	5700	5950
P-6	2453, 2454 and 2458	9200	6400	6700
P-7	2476 and 2477	9700	6800	7100
P-8, 10	2461 to 2474, 2478 to 2483	10000	7000	7500
P-8, 10	2475, 2484 to 2491	10500	7500	7800
P-11	3100 to 3109	8000	5550	5800
P-12	3120 to 3129	10000	7500	7800
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	10000	7000	7500
C-15, 32	2500, 2505 to 2507	6300	4450	4650
C-17	2510 and 2511	7800	5450	5700
C-18	3400 to 3409	9100	6350	6650
C-19	3410 to 3426	9500	6650	6900
TW-1	2900 to 2913	7600	5300	5500
TW-2, 3	2932 to 2952	6100	4250	4450
TW-4, 6	2926 to 2931 and 2957	5800	4050	4200
TW-8	2914 to 2923	8350	5850	6100
A-3	3029	5900	4100	4300
A-3	3025, 3036, 3052 and 3057	6250	4300	4500
A-6	3000 to 3003	7200	5000	5250
Mk-2, 4	3201 to 3240	12000	8700	9200
Mk-5, 6	3241 to 3277	12600	8850	9200
Mk-7, 8, 9	3300 to 3324	12600	8850	9200
Mk-10	3295	10600	7450	7750
Mk-11	3297 and 3298	10200	7150	7450
F-1	3600 to 3652	13500	10000	10400
F-3	3653 to 3667	13500	11000	11500
F-4, 5	3668 to 3769	14000	11500	12000
AM-2	3900 to 3911	13500	11500	12000
MM-3	3930 and 3931	15000	13300	13900
AC-1, 2, 3	4000 to 4048	18500	16500	17000
AC-4, 5	4100 to 4125	18500	16500	18500
AC-6 to 12	3800 to 3811, 4126 to 4294	18500	16500	18500
Mt-1, 3, 4, 5	4300 to 4376	13000	9800	10500
Mt-2	4385 to 4390	13500	10200	10600
GS-1, 2	4400 to 4415	13700	10400	11000
GS-3, 4, 5, 6	4416 to 4469	13900	10600	11200
SP-1, 2, 3	5000 to 5048	18500	13600	14000
Allowance for Empty and Underloaded Cars	Less than 45 Ms	6	6	6
	45 Ms to 55 Ms	3	3	3
	More than 55 Ms	0	0	0

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 21 (C). Indicators of trains arriving Carlin, may be displayed until engine arrives at engine-house, where they must be immediately removed.

RULE 83. If a positive observation check is made between Imlay and Rose Creek, it will apply at end of the double track.

Trains approaching each other between these stations will reduce speed sufficiently to permit identification and will apply Rule 14 (k).

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Imlay...............First-class trains.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, except within C.T.C. limits, are established at the following points:

West MP		East MP
382.60	Imlay	385.71
533.40	Carlin	536.46
642.97	" (WPRR)	647.09

Carlin: Trains and engines moving east on main track Carlin must stop before fouling west detour.

RULE 105. The following are designated for use as sidings:

Winnemucca. First track south of main track is eastward siding; second track south of main track is westward siding, and connects with eastward siding at both ends. West switch of westward siding must be left lined for movement from westward siding and east switch of westward siding must be left lined for movement from eastward siding.

RULE 505. AUTOMATIC BLOCK SYSTEM

Carlin. Dwarf Signal 5341 east of switch to west detour governs westward movement over this switch. If signal indicates "stop," switch must be inspected to see that points properly lined and closed, before passing over it.

Preble. When Signal 4403 displays stop indication and indicator displays the letter "T", train after stopping, may proceed with caution, not exceeding 12 MPH to first telephone and call dispatcher for instructions.

RULE 510. The following block signals, equipped with a triangular number plate displaying the letter "P", have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-4064	Spring switch end double track, Rose Creek	P-4065
	Rock slide fence, MP 518.10	P-5181
	Rock slide fence, MP 524.38	P-5255
P-5262	Rock slide fence, MP 527.00-MP 527.57	P-5285
P-5282	Rock slide fence, MP 530.54-MP 530.57	P-5307
P-5306	Rock slide fence, MP 530.65-MP 530.73	P-5315
P-5340	Spring switch east end west detour, Carlin	P-5341

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated in Speed Restrictions table must not be exceeded while trailing through these switches:

Location		Normal Position
Rose Creek	End double track	Westward track
Carlin	East end west detour	Main track

Eastward trains stopping at Rose Creek will make station stop with engine to clear westward track to avoid stopping on spring switch.

Spring switches not equipped with facing point locks are located as follows, and speed indicated in Speed Restrictions table must not be exceeded while passing over them in facing movement, or in trailing through them:

Location		Normal Position
Carlin	West end west lead	Main track

Eastward trains arriving Carlin on SP track must stop and ascertain that spring switch at west end west lead is properly lined before passing over it.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and requires movement as follows:
M	3861	Imlay	Proceed to train-order office.
S	3861	Imlay	Call yardmaster for instructions.
T	4403	Preble	Call dispatcher from first telephone.

RULE 827. TRAIN INSPECTION

Between Imlay and Carlin when conditions are favorable, and in the judgment of conductor and engineer it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping for inspection provided the distance is not over 82 miles, except that a continuous run may be made between Carlin and Iron Point, if in the judgment of conductor and engineer it is safe to do so.

Train crews of eastward freight trains will make rolling inspection, both sides of train, departing Imlay.

AIR BRAKE RULES

RULE 39. Running air-brake test must be made at Imlay, Weso and Carlin in both directions.

MISCELLANEOUS

1. Do not fill auxiliary water cars at Golconda.

9. Eastward trains, when restricted for westward trains at Rose Creek, will stop to clear the train order office; this to provide access to westward track by operator and to avoid blocking view of train-order signal to westward trains.

Freight trains stopping at Battle Mountain to take water or do switching will leave their train east of the main road crossing so as not to block same when engine is coupled to train.

Westward passenger trains stopping at Winnemucca will stop with rear of train clearing Bridge street crossing.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
AC-4-5-6; F; GS; Mt; P	Palisade—All tracks beyond west face of bins at quarry.

Load limit (car and contents):

Imlay-Carlin ....240,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

23. Do not blow off engines on west detour when entering Carlin.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
384.1	Imlay	Two water columns	Side.
417.3	Winnemucca	Water column	Side.
436.16	Golconda	Humboldt River bridge No. 2	Overhead and side.
441.53	Comus	Humboldt River bridge No. 3	Overhead and side.
518.91	Barth	Humboldt River bridge No. 6	Side.
519.18	Barth	Humboldt River bridge No. 7	Overhead and side.
519.68	Barth	Humboldt River bridge No. 8	Overhead and side.
520.16	Barth	Humboldt River bridge No. 9	Overhead and side.
520.55	Barth	Humboldt River bridge No. 10	Overhead and side.
520.92	Gerald	Humboldt River bridge No. 11	Overhead and side.
522.07	Gerald	Humboldt River bridge No. 12	Overhead and side.
522.35	Gerald	Humboldt River bridge No. 13	Overhead and side.
523.25	Gerald	WPRR crossing	Overhead.
523.34	Gerald	Humboldt River bridge No. 14	Overhead and side.
525.15	Palisade	Humboldt River bridge No. 15	Side.
525.20	Palisade	Tunnel No. 1	Overhead and side.
525.42	Palisade	Humboldt River bridge No. 16	Side.
534.50	Carlin	Water column	Side.

LOCATIONS WHERE SPEED BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK.

For Eastward Trains			For Westward Trains		
Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP	Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP
387.38	388.13	388.35	389.90	389.19	388.26
387.58	388.43	389.00	391.51	390.76	390.50
389.56	390.30	390.54	398.11	397.36	396.75
395.82	396.57	397.17	408.34	407.59	406.55
404.28	405.03	405.15	418.25	417.46	417.44
405.79	406.52	406.54	421.83	421.06	420.83
406.55	406.55	407.43	423.03	422.28	421.86
416.48	417.44	417.46	425.92	424.95	424.75
420.12	420.87	421.06	428.04	427.29	425.91
x425.16	425.91	427.29	429.50	428.62	427.89
x435.45	436.16	436.19	435.13	434.28	433.88
x475.06	475.80	475.90	436.90	436.19	436.16
x499.58	500.33	500.71	442.10	441.28	437.83
x517.30	517.90	520.55	442.31	441.56	441.53
x521.30	522.07	526.51	444.23	443.48	442.60
x525.49	526.51	528.00	444.69	443.84	443.58
x529.75	530.50	533.05	476.63	475.90	475.80
x533.16	533.90	535.70	488.25	487.49	487.00
			500.33	499.76	499.38
			501.45	500.71	500.33
			508.73	507.94	507.38
			511.31	510.56	509.94
			514.99	514.29	513.97
			516.33	515.58	514.99
			521.59	520.80	517.90
			523.11	522.40	522.10
			525.59	524.96	522.40
			528.00	527.25	525.90
			528.79	528.01	527.25
			533.81	533.10	530.50

xS. P. Co. Track

SPEED RESTRICTIONS: Maximum speed of trains with engines of various classes is shown below. Trains with engines not listed must not exceed 35 MPH. Speed must be further restricted as required by speed boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD										LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
	PASSENGER								*FREIGHT AND MIXED							
	DEP with Streamlined CITY OF SAN FRANCISCO	DEP P-7-8-10-12 A Mt GS WPRR: TP MTP GS	DEF E P-1-3-4-5-6-11	T-26-32-37-40 AC-4-5-6-7-8-9-10-11-12 WPRR: D-225	M T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB) SP B (if CCB) WPRR: Mk, M-100	AM B (if not CCB) WPRR: C-43 (21 to 65)	DES 1 to 7 DES 100 to 107 C-2-4-5-8-9-10-18-19-26-27-28-29 TW Mk-2-4 F (if not CCB) AC-1-2-3 WPRR: C-43 (1 to 20)	C-15-17-32 Mk-10-11 MM	With no Restricted Cars (see note)	With Restricted Cars (see note)	DEP DEF E P A Mt GS WPRR: D-225 TP MTP GS M-100	DES 1 to 7 DES 100 to 107 T-26-32-37-40 Mk-5-6-7-8-9 F (if CCB) AC-4-5-6-7-8-9-10-11-12	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 F (if not CCB) SP B	DES-200 C-15-17-32 TW Mk-2-4-10-11 AC-1-2-3 AM MM WPRR: Mk C-43	DES DEP DEF E T P C TW WPRR: All engs. A Mk F Mt GS SP B	M AC AM MM
COLUMN:	A	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
EASTWARD, Imlay to Weso, except	95	70	65	60	50	45	40	35	50	40	45	40	35	30	30	25
MP 383.01 to MP 385.58 (east switch Imlay)	60	40	40	40	40	40	40	35	20	20	20	20	20	20	20	20
Rose Creek, through spring switch	35	35	35	35	35	35	35	35	30	30	30	30	30	30	30	25
#Winnemucca, over Bridge St.	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
Weso, through turnouts	25	25	25	25	25	25	25	25	20	20	20	20	20	20	20	20
EASTWARD, Weso to Carlin on SP track, except	60	60	55	55	50	45	40	35	40	40	40	40	35	30	30	25
Battle Mountain, passing station	60	40	40	40	40	40	40	35	40	40	40	40	35	30	30	25
Carlin, between east and west detours	40	30	30	30	30	30	30	30	15	15	15	15	15	15	15	15
Carlin, using detours	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
WESTWARD, Carlin to Imlay, except	95	70	65	60	50	45	40	35	50	40	45	40	35	30	30	25
MP 535.70 to MP 533.90 (west end Carlin)	40	30	30	30	30	30	30	30	15	15	15	15	15	15	15	15
MP 533.90 to MP 522.40 (west end curve)	80	60	60	60	50	45	40	35	45	40	45	40	35	30	30	25
MP 522.40 to MP 522.10 (west end bridge)	55	50	50	50	50	45	40	35	40	40	40	40	35	30	30	25
MP 522.10 to MP 520.80 (east end curve)	70	60	60	60	50	45	40	35	45	40	45	40	35	30	30	25
MP 520.80 to MP 517.90 (west end curve)	60	50	50	50	50	45	40	35	40	40	40	40	35	30	30	25
MP 500.71 to MP 500.33 (west end curve)	55	55	55	55	50	45	40	35	45	40	45	40	35	30	30	25
MP 475.90 to MP 475.80 (west end Battle Mountain)	60	40	40	40	40	40	40	35	40	40	40	40	35	30	30	25
MP 428.90 to MP 421.06 (east end Weso interlocking)	80	70	65	60	50	45	40	35	50	40	45	40	35	30	30	25
MP 421.06 to MP 420.83 (west end Weso interlocking)	35	35	35	35	35	35	35	35	30	30	30	30	30	30	30	25
#Winnemucca, over Bridge St.	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP 385.58 to MP 383.01 (west switch Imlay)	60	40	40	40	40	40	40	35	20	20	20	20	20	20	20	20
AGAINST CURRENT OF TRAFFIC, between Imlay and Rose Creek	60	60	55	55	50	45	40	35	40	40	40	40	35	30	30	25

#Regulated by City ordinance.

*Freight and mixed trains with an engine listed in columns 5, 6 or 7 must not exceed maximum speed permitted the same engine when handling passenger train.

(Note) RESTRICTED CARS: Twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed permitted with Certain Equipment"; scale test cars and cars with arch-bar trucks.

When electro-pneumatic brakes are inoperative, maximum speed of 95 MPH shown in Column A, and permissible speed as indicated on SIGNAL speed boards, must be reduced by 5 MPH.

DES 1 to 7 and DES 100 to 107 may make maximum of 40 MPH in territory where 30 MPH is authorized in Column 14.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side-tracks, crossovers, turnouts and slip switches, except:	15
On any wye	10
Through any siding, crossover, turnout, or slip-switch with engine backing	10

WINNEMUCCA SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	• Imlay to Carlin	Carlin to Imlay
E-23	1500 and 1502	3700	5000
M-4	1617 to 1713	4800	6350
M-6, 8	1721 to 1803, 1823 to 1825	6000	7800
M-9, 10, 11	1804 to 1822, 1826 to 1831 and 1836	6000	8200
M-11	1832 to 1835	6250	8600
T-1	2242 to 2271	4150	5700
T-8, 9	2161, 2174 and 2178	3000	4100
T-23	2301 to 2310	6300	8200
T-26	2283 to 2299	5400	7050
T-28, 31	2311 to 2362	6900	9000
T-32, 40	2363 to 2384	6900	9000
T-36	2103	4450	6000
T-37	2105 and 2106	6000	8200
T-57, 58	2385 and 2386	5400	7400
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	5400	7400
P-1	2400, 2403 to 2407 and 2415	5700	7800
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	5950	8200
P-6	2453, 2454 and 2458	6700	9200
P-7	2476 and 2477	7100	9700
P-8, 10	2461 to 2474, 2478 to 2483	7500	10000
P-8, 10	2475,2484 to 2491	7800	10500
P-11	3100 to 3109	5800	8000
P-12	3120 to 3129	7800	10000
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	7500	10000
C-15, 32	2500, 2505 to 2507	4650	6300
C-17	2510 and 2511	5700	7800
C-18	3400 to 3409	6650	9100
C-19	3410 to 3426	6900	9500
TW-1	2900 to 2913	5500	7600
TW-2, 3	2932 to 2952	4450	6100
TW-4, 6	2926 to 2931 and 2957	4200	5800
TW-8	2914 to 2923	6100	8350
A-3	3029	4300	5900
A-3	3025, 3036, 3052 and 3057	4500	6250
A-6	3000 to 3003	5250	7200
Mk-2, 4	3201 to 3240	9200	12000
Mk-5, 6	3241 to 3277	9200	12600
Mk-7, 8, 9	3300 to 3324	9200	12600
Mk-10	3295	7750	10600
Mk-11	3297 and 3298	7450	10200
F-1	3600 to 3652	10400	13500
F-3	3653 to 3667	11500	13500
F-4, 5	3668 to 3769	12000	14000
AM-2	3900 to 3911	12000	13500
MM-3	3930 and 3931	13900	15000
AC-1, 2, 3	4000 to 4048	17000	18500
AC-4, 5	4100 to 4125	18500	18500
AC-6 to 12	3800 to 3811, 4126 to 4294	18500	18500
Mt-1, 3, 4, 5	4300 to 4376	10500	13000
Mt-2	4385 to 4390	10600	13500
GS-1, 2	4400 to 4415	11000	13700
GS-3, 4, 5, 6	4416 to 4469	11200	13900
SP-1, 2, 3	5000 to 5048	14000	18500
Allowance for Empty and Underloaded Cars	Less than 45 Ms	6	6
	45 Ms to 55 Ms	3	3
	More than 55 Ms	0	0

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

USE OF PAIRED TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE

(A) Between Weso and Alazon, tracks of SP and WPRR will be used jointly. All eastward trains of both companies will use WPRR track, and all westward trains of both companies will use SP track, unless otherwise instructed by train order, except as provided in Items (S) and (X) hereof. Each railroad will be operated under single track rules.

(B) When a block signal displays stop indication, eastward trains on WPRR and westward trains on SP will be governed by signal rules applicable to double track, except when train movements are authorized under Item (C) eastward trains on WPRR and westward trains on SP will be governed by signal rules applicable to single track within the territory in which such movements are authorized. Where eastward signals on SP and westward signals on WPRR are maintained, trains stopped by such signals will be governed by signal rules applicable to single track.

(C) Dispatchers will use following forms to authorize movement of eastward extras on SP track and westward extras on WPRR track, or to create a work extra on either track:

Example 1: "Eng___run extra on_____Pacific track____to____"
This form of order must be given to all opposing trains on that track.

Example 2: "Eng___works extra on_____Pacific track___M until ____M between_____and_____"

This form of order must be given to eastward trains on WPRR track if order applies to WPRR track; and to westward trains on SP track if order applies to SP track, before they enter the territory covered.

(D) Eastward regular trains and westward WPRR first-class trains will register by ticket at Weso. Other trains will not register. Operator Weso telephone registration of eastward SP first-class trains to operator WPRR Winnemucca for entry on register.

Eastward WPRR and SP first-class trains register by ticket at WPRR Carlin and operator will enter same on joint register at SP Carlin. Other eastward SP trains register on joint register at SP Carlin.

An eastward first-class train which does not reach East Carlin within 15 minutes from its registered leaving time will run expecting to find a train running ahead, East Carlin to Elko.

Eastward SP first-class trains register by ticket at Elko; other eastward SP trains will not register at Elko. Last paragraph Rule 96 will not apply when sections of second-class trains are created at WPRR Elko.

SP Elko is register station only for westward first-class trains, who will register by ticket, whether train-order office is open or closed. Operator SP Elko telephone registrations to operator WPRR Elko who will enter on register. A westward first-class train which does not reach West Elko within 15 minutes from its registered leaving time will run expecting to find a train running ahead, West Elko to Carlin.

All eastward SP trains and westward SP regular trains and WPRR trains register at Alazon by ticket.

Rule 22. On eastward SP trains between Weso and Alazon lead engines only will display signals and train indicators.

(E) Rule 83 will not apply at Weso, Carlin and Elko as between trains of the same class.

(F) SP Rules 82 (A) and 83 and WPRR Rules 83, 83 (D) and 206 (A) will not apply to SP trains at WPRR Elko, but they will be governed by train-order signal, and at Carlin will be governed by train register and second paragraph of Rule 83 (B).

(G) Rule 83 (B). When an eastward schedule or section is checked on register at Imlay or WPRR Winnemucca, or after having been passed between Imlay and Weso by a regular train, it will not be necessary to check register at Weso against the same train.

When an eastward schedule or section is checked on register at Carlin by an SP train, or at Elko by a WPRR train, or after having been passed between Carlin and Alazon by a regular train, it will not be necessary to check register at Alazon against the same train.

(H) Rule 96. Sections of regular trains may be created Weso to West Carlin or Carlin on WPRR track.

Second paragraph of Rule 83 (B) will not apply at Carlin to work extras and westward extras on WPRR track. Such trains must not leave WP Carlin until it has been ascertained whether all regular trains due have arrived or left.

(I) SP Rule 82 (A) and WPRR Rules 83 (D) and 206 (A). A clearance authorizing an eastward SP regular train at Weso will apply only to Carlin, where another clearance must be obtained authorizing train Carlin to Alazon.

(J) When trains on which crew changes are made on WPRR track at Carlin are departing, they must move with caution not exceeding 12 MPH until reaching a point where next signal indication can be clearly seen and intervening track can be seen to be clear.

(K) SP Rule 21 (D) will not apply to SP and WPRR engines on SP track between Alazon and Weso.

(L) Rule 83 (B). When a westward schedule or section is checked on register at Wendover by a WPRR train, or after having been passed between Wendover and Alazon by a regular train, it will not be necessary to check register at Alazon against the same train.

(M) SP Rule 82 (A) and WPRR Rules 83 (D) and 206 (A). A clearance authorizing a westward WPRR first-class train at Alazon will authorize such first-class train Alazon to Carlin. A clearance authorizing a westward WPRR second or third-class train at Alazon will apply only to Elko, where another clearance must be obtained authorizing such train Elko to Carlin.

(N) Rule 96. Sections of second and inferior class trains may be created Alazon to Elko on SP track.

Second paragraph of Rule 83 (B) will not apply at Elko to work extras and eastward extras on SP track. Such trains must not leave Elko until it has been ascertained whether second and inferior class trains due have arrived or left.

(O) Third paragraph of SP Rule 220 will apply to westward WPRR first-class trains at SP Elko.

(P) West Carlin. Main track detour switch at MP 643.4 is interlocked. Interlocking limits extend from 100 feet west of switch to 350 feet east of switch on main track and on detour. If signal displays stop indication Rules 663 (b) will govern, except that eastward trains continuing movement on main track may flag through interlocking limits after stopping, and must observe Rule 509 applicable to double track beyond interlocking limits. If route is not properly lined, call signal operator and crank switch over only when authorized by him. Telephone, crank and instructions are in box opposite switch. When train has been stopped by one of these signals flagman must see that switch-lock indicator on post opposite switch indicated "locked" before signaling train to proceed. When "unlocked" is indicated call signal operator for instructions before proceeding, as points may jar open if movement is made when indicator shows "unlocked". West Carlin detour extends from interlocked switch on WPRR main track at West Carlin to connection with SP main track at west end Carlin yard.

(Q) **East Carlin.** Detour extends from east icehouse lead on SP to East Carlin on WPRR.

Spring switch at junction is normally lined for WPRR main track. Westward trains or engines must stop and examine switch points before moving over this switch.

Signal 6458 on East Carlin detour, 700 feet west of spring switch; normal position "stop"; approach clearing circuit extends 1000 feet west of Signal 6458 and is indicated by Approach Circuit sign located on south side of track, is equipped with timing device which will require 80 seconds for signal to clear after train enters circuit beginning 1000 feet west. Eastward trains from SP yard must not enter approach clearing circuit until first-class trains or other superior trains on WPRR track have passed East Carlin, or letter "M" is displayed.

Trains or engines moving over east detour onto WPRR main track which find Signal 6458 in "stop" position, after stopping and before proceeding, must provide flag protection against eastward train on WPRR main track. If eastward train is seen or known to be approaching, train on detour must not foul WPRR main track until approaching train has passed or comes to a stop.

Signal 6458 on East Carlin detour equipped with Letter Type indicator which may display the letter "M" (see Rule 705, Fig. 2), which, when displayed for an eastward SP extra train on detour, will authorize such extra train to run ahead of eastward first-class or other superior trains from East Carlin to Pardo, but such extra trains must observe any restrictions that may be imposed by Signal 6458 or other signals. The train dispatcher must be informed in advance of any known condition that will delay the inferior train or prevent it from making usual speed after it has been given "M" signal to proceed. First-class and other superior trains must run expecting to find inferior trains moving ahead East Carlin to Pardo on authority of the "M" signal.

(R) Rule 667. In addition, running switches must not be made, injectors or sanders used nor boosters started, passing over interlocked switch West Carlin, and spring switch East Carlin.

(S) Eastward SP freight trains and other trains when so directed, also engines moving between WPRR and SP yards will use East Carlin detour, or West Carlin detour.

(T) Switch indicator at inside switch of Third St. crossover, WP Elko. Before starting crossover movement trainmen will note switch indicator, and if block not occupied, switches may then be lined if train is ready to move. If switch indicator indicates "block occupied", switches must not be lined for crossover movement until approaching train has passed, or stopped clear of crossover. Before crossing over, trainmen must leave lighted fusee, and when necessary, torpedoes on main track sufficient distance from crossover to insure full protection. The above in no way relieves trains approaching on main track from complying with Rule 93.

(U) Elko. East detour extends from SP siding to WPRR freight yard.

(V) West Elko. Detour extends from WPRR freight yard to West Elko on SP. Spring switch at junction normally lined for SP main track. Eastward trains or engines must stop and examine switch points before moving over this switch. WPRR trains and engines must not pass Approach Circuit sign on west detour if westward SP train can be seen approaching junction switch. Push button on Signal 5543 on west detour and on Signal 5545 on SP main track. See instructions for operation of push buttons in special instructions for all subdivisions.

(W) Rule 667. In addition, running switches must not be made, injectors or sanders used, nor boosters started, passing over spring switch, West Elko.

(X) Westward WPRR freight trains and engines, and other trains when so directed, also engines moving between SP and WPRR yards will use East Elko detour, or West Elko detour.

(Y) WPRR and SP main track connections at Weso, West Carlin and Alazon interlocked. East switch of siding at Alazon is not interlocked.

Interlocking limits at Alazon extend from SA signal on WPRR and a point on SP opposite this signal, to SA signal on WPRR, and to westward semi-automatic signal at MP 603.5 on westward track and a point opposite this signal on eastward track on SP.

Trains or engines must not enter interlocking limits where no signal governs the movement, including movement to main track from east switch of siding, until authority obtained from signal operator.

Signal indications and whistle signals:

Weso: Eastward from WPRR or SP, to WPRR—Upper arm, o — —.
" WPRR or SP, to SP—Lower arm, o — o.
Westward from SP, to SP—Upper arm, o — o.
" SP, to WPRR—Lower arm, o — —.
Westward from WPRR, to SP—Dwarf signal, o — o.
" WPRR, to WPRR—Dwarf signal, o — —.

West Carlin: Eastward: To main track—Arm, o — —.
To detour—Light, o — o. (Red aspect indicates "stop"; yellow, proceed "with caution").

Carlin: Westward: Approaching east end of yard, SP freight trains, o — o.
WPRR freight trains, — o.

Alazon: Eastward, to WPRR—Upper arm, o — —.
" to SP—Lower arm, o — o.
Westward, from SP or WPRR, to WPRR, o — —.
" from SP or WPRR, to SP, o — o.

When train has been given interlocking signal at any point and does not wish to use the route, give whistle signal oo — oo for information of signal operator.

RULE 21 (C). Indicators of trains arriving Carlin may be displayed until engine arrives at engine-house, where they must be immediately removed.

RULE 83. If a positive observation check is made between Alazon and Moor, it will apply at end of the double track.

Westward trains except first-class must identify opposing trains between Cobre and Valley Pass, inc., and apply such check at Valley Pass.

Trains approaching each other between these stations will reduce speed sufficiently to permit identification and will apply Rule 14 (k).

RULE 83 (A). At the following stations only the trains indicated will register:

Wells—First-class, and trains originating or terminating.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Montello.........Nos. 101 and 102.
Wells............First-class trains.

Helper engineers will register at roundhouse instead of train-order office at Wells and Montello.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, except within C.T.C. limits, are established at the following points:

West MP		East MP
533.40	Carlin	536.46
642.97	" (WPRR)	647.09
544.02	Elko	557.53
606.20	Wells	608.38
615.81	Moor	617.76
638.49	Valley Pass	642.00
660.23	Montello	663.77

Carlin. Trains and engines moving east on main track Carlin must stop before fouling west detour.

RULE D-97 (A) will apply:

Between Alazon and Moor.
Between Valley Pass and Montello.

RULE 104. Normal position of rigid switches at end of double track and junctions will be as follows:

Moor.........For westward track.
Valley Pass...For eastward track.

Moor. The normal position of west switch of crossover which forms end of double track, will be for movement from double track to eastward siding. Target will display green for movement into siding.

When No. 102 and No. 28 are not restricted at Moor, operator will line and lock switches for their movement through crossover to single track and restore switches to normal position after train has passed.

Valley Pass. The normal position of east switch of crossover which forms end of double track, will be for movement from double track to westward siding.

When No. 27 and No. 101 are not restricted at Valley Pass operator will line and lock switches for their movement through crossover to single track and restore switches to normal position after train has passed.

RULE 104 (A). At Moor and Valley Pass, trains approaching having authority to use main track will sound whistle signal o — o, after which trainman of train on siding will line crossover switches for movement from double to single track, and restore same after movement completed.

RULE 105. The track north of main track at Anthony, and the track south of main track at Fenelon are designated as sidings.

Moor. Track south of main track is eastward siding and must not be used by westward trains except by train-order authority. Track north of main track is westward siding.

Valley Pass. Track north of main track is westward siding and must not be used by eastward trains except by train-order authority.

RULE 204. Any train order received by helper engineer on going trip Montello to Valley Pass, or Wells to Moor, will be respected on return trip unless fulfilled, superseded or annulled, but must not be acted upon after completion of round trip unless reissued when beginning another trip.

RULE 211 (E). Will not apply to eastward trains at Moor, and to westward trains at Valley Pass, when train to which restricting order is addressed is entering siding. If order restricts train from entering siding, order must not be delivered until train has stopped.

RULE 221. At Alazon, unless otherwise instructed, operator may clear the signal for westward SP trains when no orders are held for westward SP trains.

RULE D-251. Applies as follows:

On eastward track Alazon to Wells.

RULE 505. AUTOMATIC BLOCK SYSTEM

Carlin. Dwarf Signal 5341 east of switch to west detour governs westward movement over this switch. If signal indicates "stop", switch must be inspected to see that points properly lined and closed, before passing over it.

Elko. When stopped by Signal 5565 at Elko, train must not proceed until signal clears, or until flagman has reached a point from which he can see that preceding train has left passenger station. Proceed signal must not be given until preceding train has departed from station.

Elburz. When Signal 5743 displays stop indication and letter type indicator displays the letter "T", train, after stopping, may proceed with caution, not exceeding 12 MPH to first telephone and call train dispatcher for instructions.

Moor to Valley Pass. Eastward train on siding at Moor, Holborn, Fenelon or Icarus, and westward train on siding at Valley Pass, Icarus, Pequop or Holborn will hold approach signal against opposing train at next station beyond as soon as Approach Circuit sign on siding is passed. If necessary to pass Approach Circuit sign member of crew must, after train stops, immediately operate push button bearing number of signal on main track in order to clear signals for opposing train and avoid delay which would otherwise occur with signal displaying approach indication.

Moor. Lower unit of Signal 6162 governs movement through eastward siding. If signal displays stop indication, train must be preceded by flagman through siding.

Fenelon. Westward train holding main track to meet eastward train must stop east of Signal 6275 until eastward train has entered siding.

Valley Pass. Upper unit of Signal 6409 governs movement from westward track to single track. Lower unit governs movement into siding.

Dwarf signal on east leg of wye governs movement to eastward track. After derail and main track switch have been lined signal will indicate "proceed" if no eastward train approaching, block in advance is unoccupied, or if crossover from westward track to single track is unoccupied. Signal is equipped with time-release which allows it to indicate "proceed" six minutes after a train has passed Signal 6384 but has not passed Signal 6408, or after crossover has been lined for movement from westward track to single track.

Push buttons are located on Signals 5545 and 5543 at Elko, and on signals at east end eastward siding and west end westward siding at Moor; east and west ends of sidings at Holborn, Fenelon, Pequop and Icarus, and west end westward siding at Valley Pass.

RULE 510. The following block signals, equipped with a triangular number plate displaying the letter "P", have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-5340	Spring switch, east end west detour, Carlin	P-5341
P-5396	Rock slide fence over east portal Tunnel 2	P-5401
	Two rock slide fences, MP 541.08 to MP 541.51	P-5415 P-5425
P-6172 P-6174	Spring switch east end eastward siding, Moor	P-6173
P-6236	Spring switch west end siding, Holborn	P-6235 P-6237
P-6246 P-6248	Spring switch east end siding, Holborn	P-6249
P-6270	Spring switch west end siding, Fenelon	P-6273 P-6275
P-6284 P-6286	Spring switch east end siding, Fenelon	P-6285
P-6314	Spring switch west end siding, Pequop	P-6315 P-6317
P-6326 P-6328	Spring switch east end siding, Pequop	P-6327
P-6364	Spring switch west end siding, Icarus	P-6363 P-6365
P-6376 P-6374	Spring switch east end siding, Icarus	P-6375
P-6396	Spring switch west end westward siding Valley Pass	P-6393 P-6395

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated in Speed Restrictions table must not be exceeded while trailing through them:

Location		Normal Position
Carlin	East end west detour	Main track
Moor	East end eastward siding	Main track
Holborn	West end siding	Main track
Holborn	East end siding	Main track
Fenelon	West end siding	Main track
Fenelon	East end siding	Main track
Pequop	West end siding	Main track
Pequop	East end siding	Main track
Icarus	West end siding	Main track
Icarus	East end siding	Main track
Valley Pass	West end westward siding	Main track

Spring switches not equipped with facing point locks are located as follows, and speed indicated in Speed Restrictions table must not be exceeded while passing over them in facing movement, or in trailing through them:

Location		Normal Position
Carlin	West end west lead	Main track
East Carlin (WP)	East end east detour	WP Main track
West Elko	West end WP detour	Main track
Wells	East end eastward siding	Eastward track
Moor	West end westward siding	Westward track

Eastward trains arriving Carlin and West Elko on SP track and trains moving against current of traffic at Wells and Moor must stop and ascertain that spring switch is properly lined before passing over it.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and requires movement as follows
T	5743	Elburz	Call dispatcher from first telephone.
M	6606	Montello	Proceed to train-order office.
S	6606	Montello	Enter yard track.

RULE 827. TRAIN INSPECTION

Engines running light on descending grades must stop for inspection at freight train inspection points except Valley Pass to Montello. Inspection of light engines must be made at Valley Pass. Between Carlin and Montello when conditions are favorable, and in the judgment of conductor and engineer it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping for inspection provided the distance is not over 82 miles.

Freight and mixed trains will stop as follows for inspection, and in addition, if retainers are used into the following points will comply with Air Brake Rule 17:

EASTWARD: Valley Pass, Tioga.
WESTWARD: Moor.

If an eastward freight train stops at Loray not less than 10 minutes and not more than 30 minutes, and inspection is made, it will not be necessary to again stop at Tioga.

If an eastward freight train stands at Loray in excess of 30 minutes, fifth paragraph of Air Brake Rule 34 will apply from Loray with inspection stop not less than 4, nor more than 10 miles from Loray.

AIR BRAKE RULES

RULE 17. Retaining valves will be turned up on freight and mixed trains as follows:

Moor to Wells............One retainer for each 150 Ms.
Valley Pass to Montello... " " " " 150 Ms.

All retainers will be turned up on express and other trains of passenger equipment when composed of 24 or more cars Valley Pass to Montello and Moor to Wells.

RULE 25. Rear end air brake test shall be made in accordance with paragraph (b) at:

Valley Pass......Eastward freight trains. Stop with head end west of west leg of wye, unless necessary to clear end double track for westward train.
Moor..........Westward freight trains.

In addition to points shown, rear end air brake test shall be made in accordance with paragraph (b) by all eastward freight trains at Moor, and by all westward freight trains at Valley Pass, except when helper engine is coupled ahead of road engine and continuity of brake pipe is not changed between road engine and caboose, it will not be necessary to make rear end air brake test at those points.

To avoid additional stops at stations indicated above, trains may make inspection, rear end test, and turn up retainers where stops are made at following stations:

Westward: **Fenelon, Holborn, Anthony or Moor.**
Eastward: Icarus or Valley Pass.

RULE 39. Running air brake test must be made at Carlin, Alazon and Montello in both directions; at Moor westward and Valley Pass eastward.

MISCELLANEOUS

1. Westward freight trains must detach engine to take water or oil at Wells. Do not take water at Valley Pass except in emergency, and then only enough to reach next water supply.

4. Helper service:

At Wells when helper engines are unable to cross eastward track to reach roundhouse immediately, will back in on siding and lock main track switch, being governed by switch indicator at crossover before again fouling main track.

At Moor eastward passenger trains using eastward siding will stop to clear the main track at the east end of siding. Helper engine will be cut off and if no first-class schedule due, will cross over and back into the westward siding, then proceed west on the siding. When eastward passenger train holds main track at Moor, train will stop to clear east end of the westward siding and helpers will be cut off and backed into the westward siding.

At Valley Pass westward passenger trains using westward siding will stop to clear crossover between westward siding and main track, where helper will be cut off and backed in on west leg of wye. Westward passenger trains using main track will stop to clear the west leg of wye where helper engine will be cut off and backed in on west leg of wye. When westward passenger trains using westward siding cannot cut off to clear crossover and place engine on wye due to superior eastward train due or main track blocked, helper engine will be cut off and placed on east end of short siding. Passenger trains stopping on westward track east of crossover to single track will not cut off helper engine at that point.

With three helpers from Montello or Wells, one will be placed on head end and two ahead of caboose. Mk class engines with pilot snow plow will be placed on head end.

Helper engines moving to rear of trains at Wells to cut in will go through track No. 2 if unoccupied. If track No. 2 occupied will use track No. 1 or eastward main track.

9. Eastward trains occupying eastward siding at Wells to allow eastward passenger train to pass will cut crossing from point at least 5 car lengths west of main crossing just west of passenger station. This to give passengers entraining and detraining from passenger train on eastward track opportunity to walk to and from station.

Trains using westward siding or yard tracks north of main tracks Wells will leave crossovers clear to avoid delay to No. 21 setting out car.

When stopping at Elko to set out or pick up cars, train must be left east of the street crossing except if stop is made to pick up stock at stock corral stop to clear stock track before cutting off to avoid blocking street crossings.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
Engines over 230,000 lbs. on drivers	Vivian—Triolite spur.
Engines over 230,000 lbs. on drivers	Elko — Hesson Standard Oil Co. spur.
Engines must not go onto this spur. Hold onto 10 cars when picking up or setting out	Ryndon — Construction spur, south side of main track just west of Tunnel No. 4. Capacity 4 cars.
All engines	Loray—Spur on north side beyond fouling point.

Load limit (car and contents):

Carlin-Montello ....240,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
534.50	Carlin	Water column	Side
538.23	Vivian	Humboldt River bridge No. 17	Overhead and side
538.92	Vivian	Humboldt River bridge No. 18	Overhead and side
539.47	Tonka	Humboldt River bridge No. 19	Overhead and side
539.54	Tonka	Tunnel No. 2	Overhead and side
539.94	Tonka	Humboldt River bridge No. 20	Overhead and side
540.89	Tonka	Humboldt River bridge No. 21	Overhead and side
541.16	Tonka	Humboldt River bridge No. 22	Overhead and side
541.64	Tonka	Humboldt River bridge No. 23	Overhead and side
542.45	Tonka	Humboldt River bridge No. 24	Overhead and side
566.55	Ryndon	Tunnel No. 3	Overhead and side
567.19	Ryndon	Humboldt River bridge No. 25	Overhead and side
568.28	Ryndon	Humboldt River bridge No. 26	Overhead and side
568.68	Ryndon	Tunnel No. 4	Overhead and Side
569.85	Ryndon	Humboldt River bridge No. 27	Overhead and side
570.36	Ryndon	Humboldt River bridge No. 28	Overhead and side
570.57	Ryndon	Tunnel No. 5	Overhead and side
573.40	Elburz	Water column	Side
589.42	Deeth	Water tank	Side
607.50	Wells	Two water columns	Side
640.60	Valley Pass	Water column	Side
649.80	Loray	West water column	Side

LOCATIONS WHERE SPEED BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK

For Eastward Trains			For Westward Trains		
Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP	Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP
x538.76	539.51	539.97	536.45	535.70	533.90
x554.85	555.95	556.60	537.85	537.08	536.74
x562.35	563.11	563.67	539.00	538.26	538.23
x565.81	566.55	567.02	540.27	539.52	538.83
x567.04	567.83	568.15	540.71	539.97	539.51
x567.95	568.70	569.42	541.90	541.16	540.20
x569.81	570.57	570.88	542.57	541.81	541.39
x571.74	572.49	572.73	543.20	542.48	542.45
x573.61	574.26	574.66	557.25	556.60	555.95
x574.81	575.57	576.32	564.41	563.67	563.11
604.44	605.17	605.62	567.73	567.02	566.55
606.33	607.10	607.50	568.63	568.15	567.83
607.87	607.50	616.23	570.15	569.40	568.70
615.48	616.23	616.26	571.63	570.88	570.50
617.22	617.67	618.63	573.51	572.73	572.49
620.27	621.00	622.50	575.41	574.66	574.26
623.50	624.25	627.85	577.09	576.32	575.57
628.42	629.17	632.22	595.75	594.93	594.46
632.91	633.66	636.39	599.06	598.30	597.82
640.05	640.79	645.80	602.63	601.88	601.50
644.07	645.02	645.44	604.35	603.60	603.50
645.65	645.80	653.40	606.37	605.62	605.17
653.00	653.40	660.70	608.25	607.50	607.10
659.95	660.70	663.10	614.53	613.78	607.50
			617.16	616.40	613.78
			617.59	616.84	616.57
			619.38	618.63	617.67
			623.24	622.50	621.01
			628.60	627.85	624.25
			632.97	632.22	629.17
			637.14	636.39	633.66
			641.54	640.79	640.76
			647.35	646.53	644.80
			653.25	652.47	649.88
			656.58	655.83	655.32

xS. P. Co. Track

SPEED RESTRICTIONS: Maximum speed of trains with engines of various classes is shown below. Trains with engines not listed must not exceed 35 MPH. Speed must be further restricted as required by speed boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD										LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
	PASSENGER								*FREIGHT AND MIXED							
	DEP with Stream-lined CITY OF SAN FRAN-CISCO	DEP P-7-8-10-12 A Mt GS WPRR: TP, MTP, GS	DEF E P-1-3-4-5-6-11	T-26-32-37-40 AC-4-5-6-7-8-9-10-11-12 WPRR: D-225	M T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB) SP B (if CCB) WPRR: Mk, M-100	AM B (if not CCB) WPRR: C-43 (21 to 65)	DES 1 to 7 DES 100 to 107 C-2-4-5-8-9-10-18-19-26-27-28-29 TW Mk-2-4 F (if not CCB) AC-1-2-3 WPRR: C-43 (1 to 20)	C-15-17-32 Mk-10-11 MM	With no Restricted Cars (see note)	With Restricted Cars (see note)	DEP DEF E P A Mt GS WPRR: D-225, TP, MTP, GS, M-100	DES 1 to 7 DES 100 to 107 T-26-32-37-40 Mk-5-6-7-8-9 F (if CCB) AC-4-5-6-7-8-9-10-11-12	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 F (if not CCB) SP B	DES-200 C-15-17-32 TW Mk-2-4-10-11 AC-1-2-3 AM MM WPRR: Mk, C-43	DES DEP DEF E T P C TW WPRR: All engs. A Mk F Mt GS SP B	M AC AM MM
COLUMN:	A	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
EASTWARD, Carlin to Alazon on SP track, except	60	60	55	55	50	45	40	35	40	40	40	40	35	30	30	25
Carlin, between east and west detours	40	30	30	30	30	30	30	30	15	15	15	15	15	15	15	15
Carlin and Elko using detours	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
MP 555.95 to MP 556.60 (Elko)	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
Through tunnels	50	50	50	50	50	45	40	35	40	40	40	40	35	30	30	25
EASTWARD, Alazon to Montello, except	95	65	65	60	50	45	40	35	50	40	45	40	35	30	30	25
Alazon, through turnouts	25	25	25	25	25	25	25	25	20	20	20	20	20	20	20	20
MP 606.38 to MP 607.10 (Wells)	95	65	65	60	50	45	40	35	40	40	40	40	35	30	30	25
Wells, passing station	50	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP 607.50 to MP 616.23 (Moor)	40	35	35	35	35	35	35	35	35	35	35	35	35	30	30	25
Moor, through crossover, end double track	25	25	25	25	25	25	25	25	20	20	20	20	20	20	20	20
MP 616.25 to MP 616.84 (end curve)	80	55	55	55	50	45	40	35	35	35	35	35	35	30	30	25
MP 616.84 to MP 636.80 (Icarus)	80	55	55	55	50	45	40	35	45	40	45	40	35	30	30	25
MP 636.80 to 640.79 (end double track)	80	60	60	60	50	45	40	35	45	40	45	40	35	30	30	25
MP 640.79 to MP 645.80	80	60	60	60	50	45	40	35	20	20	45	40	35	30	30	25
MP 645.80 to MP 653.40 (Tioga)	55	45	45	45	45	45	40	35	25	25	35	35	35	30	25	25
MP 653.40 to MP 660.70 (west end Montello)	60	50	50	50	50	45	40	35	25	25	35	35	35	30	25	25
MP 660.70 to MP 663.10 (east end Montello)	60	40	40	40	40	40	40	35	20	20	20	20	20	20	20	20
WESTWARD, Montello to Carlin, except	95	70	65	60	50	45	40	35	50	40	45	40	35	30	30	25
MP 663.09 to MP 660.70 (west end Montello)	60	40	40	40	40	40	40	35	20	20	20	20	20	20	20	20
MP 660.70 to MP 655.80	60	55	55	55	50	45	40	35	35	35	35	35	35	30	30	25
MP 655.80 to MP 655.30	50	45	45	45	45	45	40	35	35	35	35	35	35	30	30	25
MP 655.30 to MP 652.50	50	50	50	50	50	45	40	35	35	35	35	35	35	30	30	25
MP 652.50 to MP 649.80	40	40	40	40	40	40	40	35	35	35	35	35	35	30	30	25
MP 649.80 to MP 646.60	50	50	50	50	50	45	40	35	35	35	35	35	35	30	30	25
MP 646.60 to MP 644.80 (Cobre)	40	40	40	40	40	40	40	35	35	35	35	35	35	30	30	25
MP 644.80 to MP 640.79 (end double track)	80	60	60	60	50	45	40	35	50	40	45	40	35	30	30	25
Valley Pass, through crossover, end double track	25	25	25	25	25	25	25	25	20	20	20	20	20	20	20	20
MP 640.79 to MP 636.80 (Icarus)	80	60	60	60	50	45	40	35	45	40	45	40	35	30	30	25
MP 636.80 to MP 616.84	80	55	55	55	50	45	40	35	45	40	45	40	35	30	30	25
MP 616.84 to MP 616.40 (Moor)	80	55	55	55	50	45	40	35	40	40	40	40	35	30	30	25
MP 616.40 to MP 613.78	50	45	45	45	45	45	40	35	20	20	35	35	35	30	20	20
MP 613.78 to MP 607.50 (Wells)	55	45	45	45	45	45	40	35	20	20	30	30	30	30	20	20
Wells, passing station	50	30	30	30	30	30	30	30	20	20	30	30	30	30	20	20
MP 607.10 to MP 603.60 (Alazon)	95	65	65	60	50	45	40	35	50	40	45	40	35	30	30	25
Alazon, passing train-order office	30	30	30	30	30	30	30	30	20	20	30	30	30	30	30	25
Through tunnels	50	50	50	50	50	45	40	35	40	40	40	40	35	30	30	25
Over bridges 542.50, 541.16, 540.89 and 538.23	95	65	65	60	50	45	40	35	50	40	45	40	35	30	30	25
MP 556.60 to MP 555.95 (Elko)	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
MP 535.70 to MP 533.90 (west end Carlin)	40	30	30	30	30	30	30	30	15	15	15	15	15	15	15	15
AGAINST CURRENT OF TRAFFIC, except	60	60	55	55	50	45	40	35	40	40	40	40	35	30	30	25
Montello to Cobre on eastward track	40	40	40	40	40	40	40	35	35	35	35	35	35	30	30	25
Valley Pass to Montello on westward track	40	40	40	40	40	40	40	35	20	20	40	40	35	30	30	25
Moor to Wells on eastward track	55	45	45	45	45	45	40	35	20	20	45	40	35	30	30	25

***Freight and mixed trains with an engine listed in columns 5, 6 or 7 must not exceed maximum speed permitted the same engine when handling passenger train.**

(Note) **RESTRICTED CARS:** Twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed permitted with Certain Equipment"; scale test cars and cars with arch-bar trucks.

When electro-pneumatic brakes are inoperative, maximum speed of 95 MPH shown in Column A, and permissible speed as indicated on SIGNAL speed boards, must be reduced by 5 MPH.

DES 1 to 7 and DES 100 to 107 may make maximum of 40 MPH in territory where 30 MPH is authorized in Column 14.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side-tracks, crossovers, turnouts and slip-switches, except:	15
On any wye	10
Through any siding, crossover, turnout, or slip-switch with engine backing	10

RULE 10 (J). Light engines may make speed shown in Speed Restrictions table in territory where such speed is in excess of that authorized by speed board

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Moor to Holborn Pequop to Montello Pequop to Carlin	Deeth to Wells Valley Pass to Pequop	Wells to Moor Montello to Valley Pass	Carlin to Deeth Holborn to Pequop
E-23	1500 and 1502	5000	3550	990	3700
M-4	1617 to 1713	6350	4200	1300	4800
M-6, 8	1721 to 1803, 1823 to 1825	7800	5200	1600	6000
M-9, 10, 11	1804 to 1822, 1826 to 1831 and 1836	8200	5700	1700	6000
M-11	1832 to 1835	8600	6000	1800	6250
T-1	2242 to 2271	5700	4000	1150	4150
T-8, 9	2161, 2174 and 2178	4100	2850	810	3000
T-23	2301 to 2310	8200	5400	1725	6300
T-26	2283 to 2299	7050	4650	1400	5400
T-28, 31	2311 to 2362	9000	5900	1900	6900
T-32, 40	2363 to 2384	9000	5900	1900	6900
T-36	2103	6000	4250	1250	4450
T-37	2105 and 2106	8200	5750	1700	6000
T-57, 58	2385 and 2386	7400	5200	1500	5400
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	7400	5200	1450	5400
P-1	2400, 2403 to 2407 and 2415	7800	5450	1550	5700
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	8200	5700	1600	5950
P-6	2453, 2454 and 2458	9200	6400	1850	6700
P-7	2476 and 2477	9700	6800	2000	7100
P-8, 10	2461 to 2474, 2478 to 2483	10000	7000	2150	7500
P-8, 10	2475, 2484 to 2491	10500	7500	2150	7800
P-11	3100 to 3109	8000	5550	1600	5800
P-12	3120 to 3129	10000	7500	2150	7800
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	10000	7000	2150	7500
C-15, 32	2500, 2505 to 2507	6300	4450	1300	4650
C-17	2510 and 2511	7800	5450	1650	5700
C-18	3400 to 3409	9100	6350	1900	6650
C-19	3410 to 3426	9500	6650	2000	6900
TW-1	2900 to 2913	7600	5300	1550	5500
TW-2, 3	2932 to 2952	6100	4250	1250	4450
TW-4, 6	2926 to 2931 and 2957	5800	4050	1150	4200
TW-8	2914 to 2923	8350	5850	1750	6100
A-3	3029	5900	4100	1100	4300
A-3	3025, 3036, 3052 and 3057	6250	4300	1150	4500
A-6	3000 to 3003	7200	5000	1400	5250
Mk-2, 4	3201 to 3240	12000	8700	2475	9200
Mk-5, 6	3241 to 3277	12600	8850	2600	9200
Mk-7, 8, 9	3300 to 3324	12600	8850	2600	9200
Mk-10	3295	10600	7450	2250	7750
Mk-11	3297 and 3298	10200	7150	2150	7450
F-1	3600 to 3652	13500	10000	3000	10400
F-3	3653 to 3667	13500	11000	3500	11500
F-4, 5	3668 to 3769	14000	11500	3725	12000
AM-2	3900 to 3911	13500	11500	3450	12000
MM-3	3930 and 3931	15000	13300	4000	13900
AC-1, 2, 3	4000 to 4048	18500	16500	3950	17000
AC-4, 5	4100 to 4125	18500	16500	5150	18500
AC-6 to 12	3800 to 3811, 4126 to 4294	18500	16500	5450	18500
Mt-1, 3, 4, 5	4300 to 4376	13000	9800	2925	10500
Mt-2	4385 to 4390	13500	10200	3000	10600
GS-1, 2	4400 to 4415	13700	10400	3025	11000
GS-3, 4, 5, 6	4416 to 4469	13900	10600	3100	11200
SP-1, 2, 3	5000 to 5048	18500	13600	4100	14000
Allowance for Empty and Underloaded Cars	Less than 45 Ms	6	6	6	6
	45 Ms to 55 Ms	3	3	3	3
	More than 55 Ms	0	0	0	0

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 21 (C). Indicators of trains arriving Ogden may be displayed until engine arrives at engine-house, where they must be immediately removed.

RULE 26. At Ogden blue flag or light may be hung from engineer's or fireman's side of engine.

RULE 83. Trains must not enter main track from a yard track at Ogden without oral authority from yardmaster or his representative who must first have secured permission from dispatcher to allow train to depart.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Montello.........Nos. 101 and 102.

Helper engineers will register at roundhouse instead of train-order office at Montello.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, except within C.T.C. limits, are established at the following points:

West MP		East MP
660.23	Montello	663.77
780.21	Ogden	

RULE D-97 (A) will apply:
Between Montello and Lucin.
Between Bridge and Ogden.

RULE D-251. Applies on westward track Lucin to Montello; and on both tracks between Bridge and Ogden.

Westward trains at Ogden and eastward trains at Montello must obtain clearance. Clearance for section of regular schedule must read "No Signals" or "Green Signals" and signal order will not be required on Ogden Subdivision.

RULE 505. AUTOMATIC BLOCK SYSTEM

Montello. Trains standing on westward main track with rear end west of Signal 6639 and east of Signal 6615 at Montello will be relieved from flag protection to the rear. Westward first-class trains stopped by Signal 6631 or Signal 6639 will proceed only under flag protection or on receipt of proceed signal from member of crew of train in advance.

Saline. When Signal 7549 displays stop indication dispatcher's permission must be obtained before applying Rule 509 (i).

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated in Speed Restrictions table must not be exceeded while trailing through these switches:

Location		Normal Position
Lucin..............	East end eastward siding.....	Main track

Spring switches not equipped with facing point locks are located as follows, and speed indicated in Speed Restrictions table must not be exceeded while passing over switch in facing movement, or in trailing through them.

Location		Normal Position
Lucin..............	West end westward siding.....	Westward track
Little Mountain.....	West end siding..............	Westward track
Little Mountain.....	East end siding..............	Eastward track

Little Mountain Trains moving against current of traffic must stop and ascertain that switches are properly lined before using.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows
M........	6639..	Montello	Proceed to train-order office.
S	6639..	Montello	Enter yard track.
S	6678..	Tecoma	Enter siding at Tecoma.
M...	7 ft. Mast..	East end siding Tecoma	Enter main track and proceed to Lucin.
S	6717..	Grouse..................	Enter siding Grouse.
M...	7 ft. Mast..	West end siding Grouse............	Enter main track and proceed to Montello.
S	7652..	Little Mtn...............	Enter siding Little Mtn.
M........	7676..	East end siding Little Mtn..........	Enter main track and proceed to Ogden.
S	7695..	Little Mtn...............	Enter siding Little Mtn.
M........	7667..	West end siding Little Mtn..........	Enter main track and proceed to Bridge.

When a train enters siding at Tecoma or Grouse the nearest member of crew will contact dispatcher on telephone.

Automatic signals are not provided to govern movements from sidings at Tecoma or Grouse, and when letter "M" is displayed in indicator, trains must comply with tenth paragraph of Rule 99 before fouling main track.

If it is necessary to enter siding at Little Mountain, and letter "S" is not illuminated, permission must be obtained from dispatcher.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Limits extend from west end eastward siding Lucin to end double track Bridge. Eastward and westward sidings Lucin are not controlled sidings, but have signal control and initial switches are dual control switches. West switch westward siding is spring switch. East switch eastward siding is spring switch and also equipped with electric lock, and when necessary to operate switch by hand, dispatcher must first be asked to release electric lock, after which manually operate spring switch before, and after, using. Before fouling westward siding from wye; or before fouling eastward siding from house track, permission must be obtained from dispatcher.

At Lucin trains moving against current of traffic finding absolute signal at west end westward siding displaying stop indication must obtain dispatcher's permission to enter block and must ascertain that spring switch is properly lined.

Reverse movement after trailing through spring switch east end eastward siding Lucin must not be made until dispatcher's permission obtained and it is known that switch points have moved to proper position.

On double track between Lakeside and Tresend train movements may be made in either direction on either track, being governed by absolute and automatic signals. Rule 509 applicable to single track will apply on both tracks.

Automatic signals on trestle between Bridge and Engle are connected with dragging equipment detectors and when stopped by these signals dispatcher must be notified and his permission to move be obtained after train has been inspected and before move may be made as prescribed by Rules 509 (h) or 509 (J).

GENERAL REGULATIONS

RULE 827. TRAIN INSPECTION

Between Ogden and Montello when conditions are favorable, and in the judgment of conductor and engineer it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping for inspection provided the distance is not over 82 miles, except that a continuous run may be made Bridge to Montello if in the judgment of conductor and engineer it is safe to do so.

Eastward freight and mixed trains must stop at Lemay for inspection. In addition, eastward trains with open top cars loaded with lumber must stop at Lucin, Lemay and Tresend and make standing inspection on both sides of train to assure that no lumber is shifted, and such trains must not exceed 40 MPH between MP 679.56 and MP 735.20, and between MP 752.15 and Ogden. Conductors will notify dispatcher from Montello whether or not they have any open top cars of lumber in train.

Running inspection of freight trains must be made before going on Great Salt Lake trestle from either direction.

Train crews of eastward freight trains will make running inspection, both sides of train, departing Montello.

AIR BRAKE RULES

RULE 25. Rear end test must be made in accordance with paragraph (b) at Montello on eastward freight trains.

RULE 39. Running air brake test must be made at Montello in both directions.

MISCELLANEOUS

1. Westward first-class trains, except No. 101, will stop at Montello with engine opposite water column west of station.

Westward tonnage freight trains without water car take full tank water at Promontory Point. Other freight trains do not take water at Promontory Point unless necessary, and then only enough to make Lemay or Ogden.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
AC-4-5-6; F; GS; Mt; P	Pigeon—All tracks at pit.
"	Saline—Spur, beyond sign at road crossing 350 feet from switch.
"	Lakeside—All tracks at quarry, except Mountain track in west quarry, 7 cars west of water track switch.
All	Allen—Beyond 150 feet from point of frog on spur.
All	Lemay—Beyond frog on outfit spur.

Load limit (car and contents):

Montello-Ogden ....240,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
679.92	Lucin	Water column	Side
778.51	Marriott	Weber River bridge No. 2	Side

LOCATIONS WHERE SPEED BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK

For Eastward Trains			For Westward Trains		
Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP	Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP
668.10	668.85	679.60	663.84	663.09	660.70
670.90	671.66	671.96	671.17	670.42	669.37
x671.37	672.12	672.83	x672.65	671.96	671.66
672.03	672.73	673.00	673.58	672.83	672.12
x672.40	673.15	673.70	x673.75	673.00	672.73
674.23	674.98	675.96	674.45	673.70	673.15
675.97	676.72	676.90	676.60	675.85	675.49
x676.01	676.76	677.10	x676.70	675.95	674.98
677.62	678.37	678.72	x677.70	676.90	676.72
678.79	679.53	679.56	677.85	677.10	676.76
739.52	740.27	752.15	752.90	752.15	740.27
753.75	754.50	754.80	754.37	753.62	753.60
756.14	756.88	757.67	755.55	754.80	754.50
757.67	758.20	758.86	758.42	757.67	756.88
777.84	778.58	778.96	759.61	758.86	758.20
			779.71	778.96	778.58
xOn Westward Track.			xOn Eastward Track.		

SPEED RESTRICTIONS: Maximum speed of trains with engines of various classes is shown below. Trains with engines not listed must not exceed 35 MPH. Speed must be further restricted as required by speed boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD										LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
	PASSENGER								*FREIGHT AND MIXED							
	DEP with Stream-lined CITY OF SAN FRANCISCO	DEP P-7-8-10-12 A Mt GS	DEF E P-1-3-4-5-6-11	T-26-32-37-40 AC-4-5-6-7-8-9-10-11-12	M T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB) SP B (if CCB)	AM B (if not CCB)	DES 1 to 7 DES 100 to 107 C-2-4-5-8-9-10-18-19-26-27-28-29 TW Mk-2-4 F (if not CCB) AC-1-2-3	C-15-17-32 Mk-10-11 MM	With no Restricted Cars (see note)	With Restricted Cars (see note)	DEP DEF E P A Mt GS	DES 1 to 7 DES 100 to 107 T-26-32-37-40 Mk-5-6-7-8-9 F (if CCB) AC-4-5-6-7-8-9-10-11-12	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 F (if not CCB) SP B	DES-200 C-15-17-32 TW Mk-2-4-10-11 AC-1-2-3 AM MM	DES DEP DEF E T P C TW A Mk F Mt GS SP B	M AC AM MM
COLUMN:	A	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
EASTWARD, Montello to Ogden (OUR&D limits), except	95	70	65	60	50	45	40	35	50	40	45	40	35	30	30	25
MP 660.70 to MP 663.10 (east end Montello)...........	60	40	40	40	40	40	40	35	20	20	20	20	20	20	20	20
MP 663.10 to MP 668.85 (Tecoma)....................	95	65	65	60	50	45	40	35	40	40	40	40	35	30	30	25
MP 668.85 to MP 679.54 (Lucin).....................	95	65	65	60	50	45	40	35	30	30	45	40	35	30	30	25
Lucin, through end double track switch...............	35	35	35	35	35	35	35	35	30	30	30	30	30	30	30	25
MP 679.56 to MP 735.20 (Lakeside)...................	95	65	65	60	50	45	40	35	50	40	45	40	35	30	30	25
Lakeside, through crossover, end double track.........	35	35	35	35	35	35	35	35	30	30	30	30	30	30	30	25
MP 735.20 to MP 740.28 (west end trestle), except......	95	65	65	60	50	45	40	35	40	40	40	40	35	30	30	25
Tresend, through crossover, end double track........	35	35	35	35	35	35	35	35	30	30	30	30	30	30	30	25
MP 740.28 to MP 752.15 (east end trestle).............	30	20	20	20	20	20	20	20	20	20	20	20	20	20	15	15
MP 752.15 to MP 767.20 (Little Mountain)..............	95	65	65	60	50	45	40	35	50	40	45	40	35	30	30	25
WESTWARD, Ogden (OUR&D limits) to Montello, except	95	70	65	60	50	45	40	35	50	40	45	40	35	30	30	25
MP 767.20 to MP 752.15 (east end trestle) except.......	95	65	65	60	50	45	40	35	50	40	45	40	35	30	30	25
Bridge, through crossover, end double track..........	25	25	25	25	25	25	25	25	20	20	20	20	20	20	20	20
MP 752.15 to MP 740.28 (west end trestle).............	30	20	20	20	20	20	20	20	20	20	20	20	20	20	15	15
MP 740.28 to MP 735.20 (Lakeside), except.............	95	65	65	60	50	45	40	35	40	40	40	40	35	30	30	25
Tresend and Lakeside, through crossovers, end double track..	35	35	35	35	35	35	35	35	30	30	30	30	30	30	30	25
MP 735.20 to MP 673.70 (east end curve)...............	95	65	65	60	50	45	40	35	50	40	45	40	35	30	30	25
MP 673.70 to MP 672.83 (east end curve)...............	95	65	65	60	50	45	40	35	45	40	45	40	35	30	30	25
MP 672.83 to MP 672.12 (west end curve)...............	95	65	65	60	50	45	40	35	40	40	40	40	35	30	30	25
MP 672.12 to MP 663.09 (east end Montello)............	95	65	65	60	50	45	40	35	50	40	45	40	35	30	30	25
MP 663.09 to MP 660.70 (west end Montello)............	60	40	40	40	40	40	40	35	20	20	20	20	20	20	20	20
AGAINST CURRENT OF TRAFFIC, except..............	60	60	55	55	50	45	40	35	40	40	40	40	35	30	30	25
Between Lakeside and Tresend.........................	95	65	65	60	50	45	40	35	40	40	40	40	35	30	30	25
Lucin, through turnout from single to eastward track...	35	35	35	35	35	35	35	35	30	30	30	30	30	30	30	25

*Freight and mixed trains with an engine listed in columns 4, 5 or 6 must not exceed maximum speed permitted the same engine when handling passenger train.

(Note) **RESTRICTED CARS:** Twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed permitted with Certain Equipment"; scale test cars and cars with arch-bar trucks.

When electro-pneumatic brakes are inoperative, maximum speed of 95 MPH shown in Column A, and permissible speed as indicated on SIGNAL speed boards, must be reduced by 5 MPH.

DES 1 to 7 and DES 100 to 107 may make maximum of 40 MPH in territory where 30 MPH is authorized in Column 14.

RULE 10 (J). Light engines may make speed shown in Speed Restrictions table in territory where such speed is in excess of that authorized by speed board.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side-tracks, crossovers, turnouts and slip-switches, except:..................	15
Passenger trains on controlled sidings, except:......	25
On sidings at Engle, Midlake and Colin............	15
On siding at Bridge, except:	30
Eastward from siding through crossover to eastward main track	25
Freight trains on controlled sidings, except:.........	20
On sidings at Engle, Midlake and Colin............	15
On siding at Bridge, except:	30
Eastward from siding through crossover to eastward main track	20
On any wye..	10
Through any siding, crossover, turnout or slip-switch with engine backing, except:....................	10
DES class backing light on controlled sidings......	15

OGDEN SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Montello to Ogden	Ogden to Lucin	Lucin to Montello
E-23	1500 and 1502	5000	3550	2500
M-4	1617 to 1713	6350	4200	2950
M-6, 8	1721 to 1803, 1823 to 1825	7800	5200	3650
M-9, 10, 11	1804 to 1822, 1826 to 1831 and 1836	8200	5700	4100
M-11	1832 to 1835	8600	6000	4300
T-1	2242 to 2271	5700	4000	2850
T-8, 9	2161, 2174 and 2178	4100	2850	2000
T-23	2301 to 2310	8200	5400	3800
T-26	2283 to 2299	7050	4650	3350
T-28, 31	2311 to 2362	9000	5900	4250
T-32, 40	2363 to 2384	9000	5900	4250
T-36	2103	6000	4250	3050
T-37	2105 and 2106	8200	5750	4100
T-57, 58	2385 and 2386	7400	5200	3700
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	7400	5200	3650
P-1	2400, 2403 to 2407 and 2415	7800	5450	3850
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	8200	5700	4050
P-6	2453, 2454 and 2458	9200	6400	4550
P-7	2476 and 2477	9700	6800	4850
P-8, 10	2461 to 2474, 2478 to 2483	10000	7000	5000
P-8, 10	2475,2484 to 2491	10500	7500	5300
P-11	3100 to 3109	8000	5550	3950
P-12	3120 to 3129	10000	7500	5300
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	10000	7000	5000
C-15, 32	2500, 2505 to 2507	6300	4450	3150
C-17	2510 and 2511	7800	5450	3900
C-18	3400 to 3409	9100	6350	4550
C-19	3410 to 3426	9500	6650	4750
TW-1	2900 to 2913	7600	5300	3800
TW-2, 3	2932 to 2952	6100	4250	3050
TW-4, 6	2926 to 2931 and 2957	5800	4050	2850
TW-8	2914 to 2923	8350	5850	4200
A-3	3029	5900	4100	2900
A-3	3025, 3036, 3052 and 3057	6250	4300	3050
A-6	3000 to 3003	7200	5000	3550
Mk-2, 4	3201 to 3240	12000	8700	6000
Mk-5, 6	3241 to 3277	12600	8850	6300
Mk-7, 8, 9	3300 to 3324	12600	8850	6300
Mk-10	3295	10600	7450	5350
Mk-11	3297 and 3298	10200	7150	5100
F-1	3600 to 3652	13500	10000	7150
F-3	3653 to 3667	13500	11000	8100
F-4, 5	3668 to 3769	14000	11500	8500
AM-2	3900 to 3911	13500	11500	8250
MM-3	3930 and 3931	15000	13300	9550
AC-1, 2, 3	4000 to 4048	18500	16500	9100
AC-4, 5	4100 to 4125	18500	16500	11900
AC-6 to 12	3800 to 3811, 4126 to 4294	18500	16500	12600
Mt-1, 3, 4, 5	4300 to 4376	13000	9800	7500
Mt-2	4385 to 4390	13500	10200	7300
GS-1, 2	4400 to 4415	13700	10400	7900
GS-3, 4, 5, 6	4416 to 4469	13900	10600	8000
SP-1, 2, 3	5000 to 5048	18500	13600	9750
Allowance for Empty and Underloaded Cars	Less than 45 Ms	6	6	6
	45 Ms to 55 Ms	3	3	3
	More than 55 Ms	0	0	0

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 14 (e). As specified below, — — — — — — — — shall be indication flagman may return from east as prescribed by Rule 99:
Fernley, on Wadsworth Subdivision.

RULE 82 (A). Trains may leave Mason without clearance if no operator on duty.

Trains originating at Westwood, to move westward from Mason, must obtain Southern Pacific clearance in addition to Western Pacific clearance at Westwood.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:
Mason.........Nos. 545 and 546.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, except within C.T.C. limits, are established at the following points:

West MP		East MP
	Fernley (Wadsworth Subdivision)	276.77
357.26	Wendel	359.87
	" (Westwood Branch)	359.65
379.23	Susanville	382.32

RULE 104. Normal position of rigid switches at end of double track and junctions will be as follows:
Fernley (Wadsworth Subdivision)...For controlled siding.
Wendel...........................For Alturas Subdivision.
Mason............................For WPRR.

Fernley. West switches tracks Nos. 1 and 2 must be left lined for movement from Wadsworth Subdivision.

RULE 105. First and second tracks north of main track at Herlong must not be used for meeting or passing of trains except in emergency.

RULE 221. Light will not be displayed in train-order signal on Westwood Branch, except when train-order operator is on duty.

AUTOMATIC INTERLOCKING

Flanigan. Interlocking signals govern the use of Western Pacific Railroad crossing. Normal position of the signals is "stop". Trains approaching will cause the signals governing use of the crossing to change to "proceed" position, if no other train in approach circuit on intersecting tracks or within the limits of the interlocking. If signal does not display "proceed" indication, be governed by Rule 663.

GENERAL REGULATIONS

RULE 825. Fernley. Sufficient, but not less than five hand brakes must be set on east end of cars left standing on tracks 1 and 2; and when necessary to shove cars eastward on these tracks air must be coupled through all cars.

RULE 827. TRAIN INSPECTION

Westward freight and mixed trains will stop for inspection at Bunnel and Goumaz when handling logs.

Between Flanigan and Fernley, Susanville and Westwood, a member of crew must watch track from rear of caboose, and between Wendel and Fernley where box car cabooses are being used, frequent inspection must be made from rear door of box car caboose for marks of derailment so that train may be stopped promptly.

AIR BRAKE RULES

RULE 17. Retaining valves will be turned up on freight and mixed trains as follows:
2½ miles east of Goumaz to Susanville—One retainer for each 130 Ms.

RULE 25. Rear end air brake test shall be made in accordance with paragraph (b) at:
Westwood Jct.......Westward freight and mixed trains.

RULE 39. Running air brake test must be made at Westwood Jct. in both directions.

MISCELLANEOUS

1. Westward freight trains must not take water at Goumaz without detaching engine.

Do not take water at Wadsworth except in emergency, and then only enough to reach next water supply.

Eastward trains and light engines may take water at Sutcliffe, but must take full tank of water at Big Canyon.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
AC-4-5-6; GS; P	Wadsworth Subdivision—All tracks.
AC; Mk	Susanville—Fruit Growers Supply Co. tracks; except main spur to mill pond and straight tracks where scales are located; Lassen Lumber & Box Co. planing mill track, or beyond unloading dock on pond track.
Engines over 200,000 lbs. on drivers. Other engines restricted to 10 MPH on tangent and 5 MPH on curves	Susanville—Red River Lumber Co., tracks to Springfield cedar mill.

Load limit (car and contents):
Fernley-Wendel ....240,000 pounds
Wendel-Westwood ....169,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
277.98	Wadsworth	Truckee River bridge No. 1	Side
		(Westwood Branch)	
382.78	Susanville	Susan River bridge No. 3	Side
386.70	Bunnel	Tunnel No. 1	Overhead and side
386.87	Bunnel	Susan River bridge No. 9	Side
387.00	Bunnel	Tunnel No. 2	Overhead and side
394.49	Goumaz	Susan River bridge No. 12	Side

SPEED RESTRICTIONS: Maximum speed of trains with engines of various classes is shown below. Trains with engines not listed must not exceed 35 MPH. Speed must be further restricted as required by speed boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER			FREIGHT AND MIXED		LIGHT ENGINE RUNNING FORWARD		ENGINE BACKING WITH TRAIN OR LIGHT
	Maximum	C-15-17-32 Mk-10-11 MM-3	F Mt	Maximum	F Mt	Maximum	F Mt	
Between Fernley and Wendel, except	40	35	30	30	25	30	25	15
Westward MP 280 to yard limit board, Fernley	40	35	30	35	30	30	25	15
On curves indicated by slow boards between MP 285 and Wendel	35	35	30	30	25	30	25	15
Flanigan, over WPRR crossing	20	20	20	20	20	20	20	15
Between outside switches, Wendel	15	15	15	15	15	15	15	15
Between Wendel and Mason, except	25	25	20	20	20	20	20	15
Between MP 358.67 and MP 385.75	20	20	20	20	20	20	20	15
Between MP 387.25 and MP 393.50	20	20	20	20	20	20	20	15
Between MP 394.75 and MP 397.40	20	20	20	20	20	20	20	15
Between MP 401.0 and MP 405.0	20	20	20	20	20	20	20	15
Between Mason and Westwood Jct	35	35	30	30	25	30	25	15

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side-tracks, wyes, crossovers, turnouts, slip-switches	10

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Fernley and Wendel	Wendel and Susanville	Susanville to Mason	Mason to Susanville
E-23	1500 and 1502	3000	3450	560	1100
M-4	1617 to 1713	3800	4550	800	1500
M-6, 8	1721 to 1803, 1823 to 1825	4600	5400	900	1800
M-9, 10, 11	1804 to 1822, 1826 to 1831 and 1836	4950	5650	1000	1900
M-11	1832 to 1835	5150	5850	1050	2000
T-1	2242 to 2271	3400	3900	680	1300
T-8, 9	2161, 2174 and 2178	2450	2800	460	920
T-23	2301 to 2310	4900	5600	1000	1900
T-26	2283 to 2299	4200	4750	800	1600
T-28, 31	2311 to 2362	5300	6150	1100	2100
T-32, 40	2363 to 2384	5300	6150	1100	2100
T-36	2103	3650	4150	760	1400
T-37	2105 and 2106	4900	5600	1000	1900
T-57, 58	2385 and 2386	4450	5050	910	1700
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	....	....	....	....
P-1	2400, 2403 to 2407 and 2415	....	....	....	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	....	....	....	....
P-6	2453, 2454 and 2458	....	....	....	....
P-7	2476 and 2477	....	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483	....	....	....	....
P-8, 10	2475,2484 to 2491	....	....	....	....
P-11	3100 to 3109	....	....	....	....
P-12	3120 to 3129	....	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	6000	6800	1260	2350
C-15, 32	2500, 2505 to 2507	3800	4350	800	1450
C-17	2510 and 2511	4700	5350	1000	1850
C-18	3400 to 3409	5450	6200	1150	2150
C-19	3410 to 3426	5700	6500	1200	2200
TW-1	2900 to 2913	4550	5150	950	1750
TW-2, 3	2932 to 2952	3650	4150	740	1400
TW-4, 6	2926 to 2931 and 2957	3450	3950	690	1300
TW-8	2914 to 2923	5000	5700	1050	1950
A-3	3029	....	....	....	....
A-3	3025, 3036, 3052 and 3057	....	....	....	....
A-6	3000 to 3003	....	....	....	....
Mk-2, 4	3201 to 3240	7250	8000	1650	2950
Mk-5, 6	3241 to 3277	7550	8600	1650	2950
Mk-7, 8, 9	3300 to 3324	7550	....	....	....
Mk-10	3295	6400	7300	1350	2500
Mk-11	3297 and 3298	6150	7000	1300	2400
F-1	3600 to 3652	8600	9800	1800	3350
F-3	3653 to 3667	9900	11000	2100	3900
F-4, 5	3668 to 3769	10400	11800	2200	4050
AM-2	3900 to 3911	....	....	....	....
MM-3	3930 and 3931	....	....	....	....
AC-1, 2, 3	4000 to 4048	11200	8000	3000	4400
AC-4, 5	4100 to 4125	....	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	....	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	8500	9700	1700	3250
Mt-2	4385 to 4390	8750	10000	1800	3350
GS-1, 2	4400 to 4415	....	....	....	....
GS-3, 4, 5, 6	4416 to 4469	....	....	....	....
SP-1, 2, 3	5000 to 5048	....	....	....	....
Allowance for Empty and Underloaded Cars	Less than 45 Ms	6	6	6	6
	45 Ms to 55 Ms	3	3	3	3
	More than 55 Ms	0	0	0	0

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, are established at the following points:

West MP		East MP
357.26	Wendel	359.87
	" (Westwood Branch)	359.65
396.97	Ravendale	398.13
454.93	Alturas	460.90
	" (Lakeview Branch)	460.19

RULE 104. Normal position of rigid switches at end of double track and junctions will be as follows:

Wendel.........For Alturas Subdivision.

GENERAL REGULATIONS

RULE 827. TRAIN INSPECTION

Eastward freight and mixed trains will stop at MP 430 or Indian Camp and westward freight and mixed trains will stop at Secret for inspection.

Between Likely and Wendel, a member of crew must watch track from rear of caboose for marks of derailment, so that train may be stopped promptly.

AIR BRAKE RULES

RULE 17. Retaining valves will be turned up on freight and mixed trains as follows:

Sage Hen to Madeline	One retainer for each 300 Ms beginning at head end of train.
Crest to Karlo	One retainer for each 145 Ms
Viewland to Wendel	One retainer for each 145 Ms
Sage Hen to Likely	One retainer for each 145 Ms

Eight retainers will be turned up on head end of trains of passenger equipment when composed of 12 or more cars between Sage Hen and Likely, and between Crest and Horse Lake.

RULE 25. Rear end air brake test shall be made in accordance with paragraph (b) at:

Viewland	Westward freight trains.
Sage Hen	All freight trains.
Crest	Westward freight trains.

To avoid additional stops at stations indicated above, trains may make inspection, rear end test, and turn up retainers where stops are made at following stations:

Eastward: Madeline.
Westward: Karlo or Ravendale.

RULE 33. Tonnage of freight trains between Sage Hen and Madeline must not exceed 160 Ms per operative brake, and between Crest and Karlo, Viewland and Wendel, Sage Hen and Likely must not exceed 130 Ms per operative brake.

RULE 39. Running air brake test must be made at Sage Hen in both directions; and at Crest and Viewland westward.

MISCELLANEOUS

1. Westward trains and engines do not take water at Karlo, except in emergency, and then only enough to reach next water supply. Helper engines take full tank of water at Indian Camp.

4. Helper service:

On Alturas Subdivision not more than one engine will be placed immediately ahead of caboose in westward trains west of Sage Hen. All helpers in eastward trains will be cut out of rear of train at Sage Hen.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
AC-4-5-6; GS; P	Alturas Subdivision—All tracks.

Load limit (car and contents):
Wendel-Alturas ....240,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

12. Engines equipped with snow plow requiring use of long drawbars must not be coupled behind other equipment when used as helpers. This will not apply to C class engines equipped with snow plow when used as helper engines out of Alturas, behind caboose with all steel underframe equipment in train.

SPEED RESTRICTIONS: Maximum speed of trains with engines of various classes is shown below. Trains with engines not listed must not exceed 35 MPH. Speed must be further restricted as required by speed boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER			FREIGHT AND MIXED		LIGHT ENGINE RUNNING FORWARD		ENGINE BACKING WITH TRAIN OR LIGHT
	Maximum	C-15-17-32 Mk-10-11 MM-3 SP	F Mt	Maximum	F Mt	Maximum	F Mt	
Between Wendel and Alturas, except	30	30	25	30	25	30	25	15
Between outside switches, Wendel	15	15	15	15	15	15	15	15
Between MP 361 and Viewland	20	20	20	20	20	20	20	15
Between MP 375 and Crest	20	20	20	20	20	20	20	15
Eastward, Crest to MP 395	20	20	20	20	20	20	20	15
Between Madeline and MP 438	20	20	20	20	20	20	20	15

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side-tracks, wyes, balloon tracks, crossovers, turnouts and slip-switches, except:	10
Sage Hen, on balloon track	6

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Likely to Sage Hen Ravendale to Crest Wendel to Viewland Karlo to Crest Madeline to Sage Hen	Sage Hen to Ravendale Crest to Karlo Viewland to Wendel Viewland to Karlo Crest to Madeline Sage Hen to Alturas	Alturas to Likely Karlo to Viewland
E-23	1500 and 1502	840	4000	3050
M-4	1617 to 1713	1100	5150	3850
M-6, 8	1721 to 1803, 1823 to 1825	1400	6300	4750
M-9, 10, 11	1804 to 1822, 1826 to 1831 and 1836	1450	6500	5000
M-11	1832 to 1835	1550	6800	5200
T-1	2242 to 2271	1000	4500	3450
T-8, 9	2161, 2174 and 2178	690	3250	2450
T-23	2301 to 2310	1450	6500	4950
T-26	2283 to 2299	1200	5600	4200
T-28, 31	2311 to 2362	1600	7100	5450
T-32, 40	2363 to 2384	1600	7100	5450
T-36	2103	1050	4800	3650
T-37	2105 and 2106	1450	6500	4950
T-57, 58	2385 and 2386	1300	5850	4450
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	....	....	....
P-1	2400, 2403 to 2407 and 2415	....	....	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	....	....	....
P-6	2453, 2454 and 2458	....	....	....
P-7	2476 and 2477	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483	....	....	....
P-8, 10	2475, 2484 to 2491	....	....	....
P-11	3100 to 3109	....	....	....
P-12	3120 to 3129	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	1800	8000	6000
C-15, 32	2500, 2505 to 2507	1150	5050	3850
C-17	2510 and 2511	1400	6200	4700
C-18	3400 to 3409	1650	7200	5500
C-19	3410 to 3426	1700	7500	5750
TW-1	2900 to 2913	1350	6000	4600
TW-2, 3	2932 to 2952	1050	4800	3650
TW-4, 6	2926 to 2931 and 2957	1000	4600	3500
TW-8	2914 to 2923	1500	6600	5050
A-3	3029	....	....	....
A-3	3025, 3036, 3052 and 3057	....	....	....
A-6	3000 to 3003	....	....	....
Mk-2, 4	3201 to 3240	2300	10250	7700
Mk-5, 6	3241 to 3277	2300	10250	7700
Mk-7, 8, 9	3300 to 3324	2300	10250	7700
Mk-10	3295	1900	8450	6450
Mk-11	3297 and 3298	1850	8100	6200
F-1	3600 to 3652	2550	11300	8650
F-3	3653 to 3667	3000	13000	10000
F-4, 5	3668 to 3769	3150	13500	10500
AM-2	3900 to 3911	....	....	....
MM-3	3930 and 3931	....	....	....
AC-1, 2, 3	4000 to 4048	3400	13000	11250
AC-4, 5	4100 to 4125	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	2450	10700	8550
Mt-2	4385 to 4390	2550	11500	8800
GS-1, 2	4400 to 4415	....	....	....
GS-3, 4, 5, 6	4416 to 4469	....	....	....
SP-1, 2, 3	5000 to 5048	....	....	....
Allowance for Empty and Underloaded Cars	Less than 45 Ms	6	6	6
	45 Ms to 55 Ms	3	3	3
	More than 55 Ms	0	0	0

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 14 (e). As specified below, — — — — — — shall be indication flagman may return from east as prescribed by Rule 99:
Hazen, on Mina Subdivision.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, except within C.T.C. limits, are established at the following points:

West MP		East MP
	Hazen (Mina Branch)	289.47
	" (Fallon Branch)	289.23
327.10	Wabuska	328.89
383.12	Thorne	385.63
415.36	Mina	418.48
302.86	Fallon	304.63

RULE 104. Normal position of rigid switches at end of double track and junctions will be as follows:
Hazen (Mina Branch)......For controlled siding.
Hazen (Fallon Branch)....For Mina Branch.

Hazen. Switches lined and locked for Mina Branch main track except Junction switch.

GENERAL REGULATIONS

RULE 824. Loaded cars must not be switched at Thorne unless air brakes are cut in and in service on all cars.

RULE 827. TRAIN INSPECTION
On Mina Branch, a member of crew must watch track from rear of caboose for marks of derailment so that train may be stopped promptly.

AIR BRAKE RULES

RULE 17. Retaining valves will be turned up on freight and mixed trains as follows:
Reservation to Schurz: Trains averaging 100 Ms or more per car, one retaining valve will be used for every 200 Ms in train.

FREIGHT TRAINS

RULE 25. Rear end test must be made in accordance with paragraph (b) at Reservation.

MISCELLANEOUS

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
AC-4-5-6, F-GS-Mt-P-Mk-7-8-9	Mina Subdivision—All tracks.
All	Hazen—Old mill track, north side.
AC-Mk	Wabuska—Beyond 100 feet north of NCB wye switch.
All	Churchill—Outfit spur. May be used only when authorized by M of W Dept.
AC	Mina—High line spur. Use 7-car reach.

Load limit (car and contents):

Hazen-Fallon	169,000 pounds
Hazen-Mina	169,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
295.05	Bango	Government canal bridge (Fallon Branch)	Side
302.08	Fallon	Carson River bridge	Side
302.50	Fallon	Government canal bridge	Side

SPEED RESTRICTIONS: Maximum speed of trains with engines of various classes is shown below. Trains with engines not listed must not exceed 35 MPH. Speed must be further restricted as required by speed boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER			FREIGHT AND MIXED		LIGHT ENGINE RUNNING FORWARD		ENGINE BACKING WITH TRAIN OR LIGHT
	Maximum	C-15-17-32 Mk-10-11 MM-3	F Mt	Maximum	F Mt	Maximum	F Mt	
Between Hazen and Fallon	25	25	....	25	....	25	....	15
Between Hazen and Mina:								
Between MP 288.4 and MP 320	20	20	....	20	....	20	....	15
Between MP 320 and MP 338	25	25	....	25	....	25	....	15
Between MP 338 and MP 357	20	20	....	20	....	20	....	15
Between MP 357 and MP 417	25	25	....	25	....	25	....	15

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side-tracks, wyes, crossovers, turnouts and slip-switches, except:	10
AC-1-2-3, and Mk 2-4 class engines using sidings at Rugby, Wabuska, Dover and Kinkead	8

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Hazen and Wabuska	Wabuska and Mina	Hazen and Fallon
E-23	1500 and 1502	2100	1050	2470
M-4	1617 to 1713	2700	1400	3250
M-6, 8	1721 to 1803, 1823 to 1825	3300	1730	3850
M-9, 10, 11	1804 to 1822, 1826 to 1831 and 1836	3500	1800	4000
M-11	1832 to 1835	3650	1900	4200
T-1	2242 to 2271	2400	1200	2800
T-8, 9	2161, 2174 and 2178	1700	860	2000
T-23	2301 to 2310	3450	1830	4000
T-26	2283 to 2299	2950	1500	3500
T-28, 31	2311 to 2362	3800	2010	4450
T-32, 40	2363 to 2384	3800*	2010*	4450*
T-36	2103	2550	1350	3000
T-37	2105 and 2106	3500	1800	4000
T-57, 58	2385 and 2386	3150	1600	3650
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	....	....	....
P-1	2400, 2403 to 2407 and 2415	....	....	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	....	....	....
P-6	2453, 2454 and 2458	....	....	....
P-7	2476 and 2477	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483	....	....	....
P-8, 10	2475, 2484 to 2491	....	....	....
P-11	3100 to 3109	....	....	....
P-12	3120 to 3129	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	4200	2200	4850
C-15, 32	2500, 2505 to 2507	2700	1400	3150
C-17	2510 and 2511	3350	1750	3850
C-18	3400 to 3409	3900	2000	4500
C-19	3410 to 3426	4050	2100	4650
TW-1	2900 to 2913	3200	1650	3730
TW-2, 3	2932 to 2952	2550	1300	3000
TW-4, 6	2926 to 2931 and 2957	2450	1250	2850
TW-8	2914 to 2923	3550	1850	4100
A-3	3029	....	....	....
A-3	3025, 3036, 3052 and 3057	....	....	....
A-6	3000 to 3003	....	....	....
Mk-2, 4	3201 to 3240	4750	2450	5500*
Mk-5, 6	3241 to 3277	5350	2750	6200*
Mk-7, 8, 9	3300 to 3324	....	....	....
Mk-10	3295	4550	2350	5250
Mk-11	3297 and 3298	4350	2300	5000
F-1	3600 to 3652	....	....	....
F-3	3653 to 3667	....	....	....
F-4, 5	3668 to 3769	....	....	....
AM-2	3900 to 3911	....	....	....
MM-3	3930 and 3931	....	....	....
AC-1, 2, 3	4000 to 4048	7500	3700	....
AC-4, 5	4100 to 4125	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	....	....	....
Mt-2	4385 to 4390	....	....	....
GS-1, 2	4400 to 4415	....	....	....
GS-3, 4, 5, 6	4416 to 4469	....	....	....
SP-1, 2, 3	5000 to 5048	....	....	....
Allowance for Empty and Underloaded Cars	Less than 45 Ms	6	6	
	45 Ms to 55 Ms	3	3	
	More than 55 Ms	0	0	

*Exception: Engine 2371 not permitted to operate on these branches.

*Applies only to engs. **3201, 3203, 3204, 3205, 3206, 3211, 3213, 3214, 3224, 3227, 3229, 3236, 3237, 3241, 3247, 3251, 3253, 3255, 3259, 3266, 3268, 3271, 3272, 3274.**

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

DIVISION MILEAGE

MAIN LINES

MP 238.8 west of Reno to Ogden	C. P. Ry.	542.42	
	U. P. R. R.	.05	
	O. U. R. & D. Co.	.82	
MP 238.8 west of Reno to Ogden second track	C. P. Ry.	162.30	
	U. P. R. R.	.16	
	O. U. R. & D. Co.	.87	
MP 275.856 Fernley to end division MP 454.66	C. P. Ry.	82.82	
	N. C. O. Ry.	96.00	
Total Main Lines			885.44

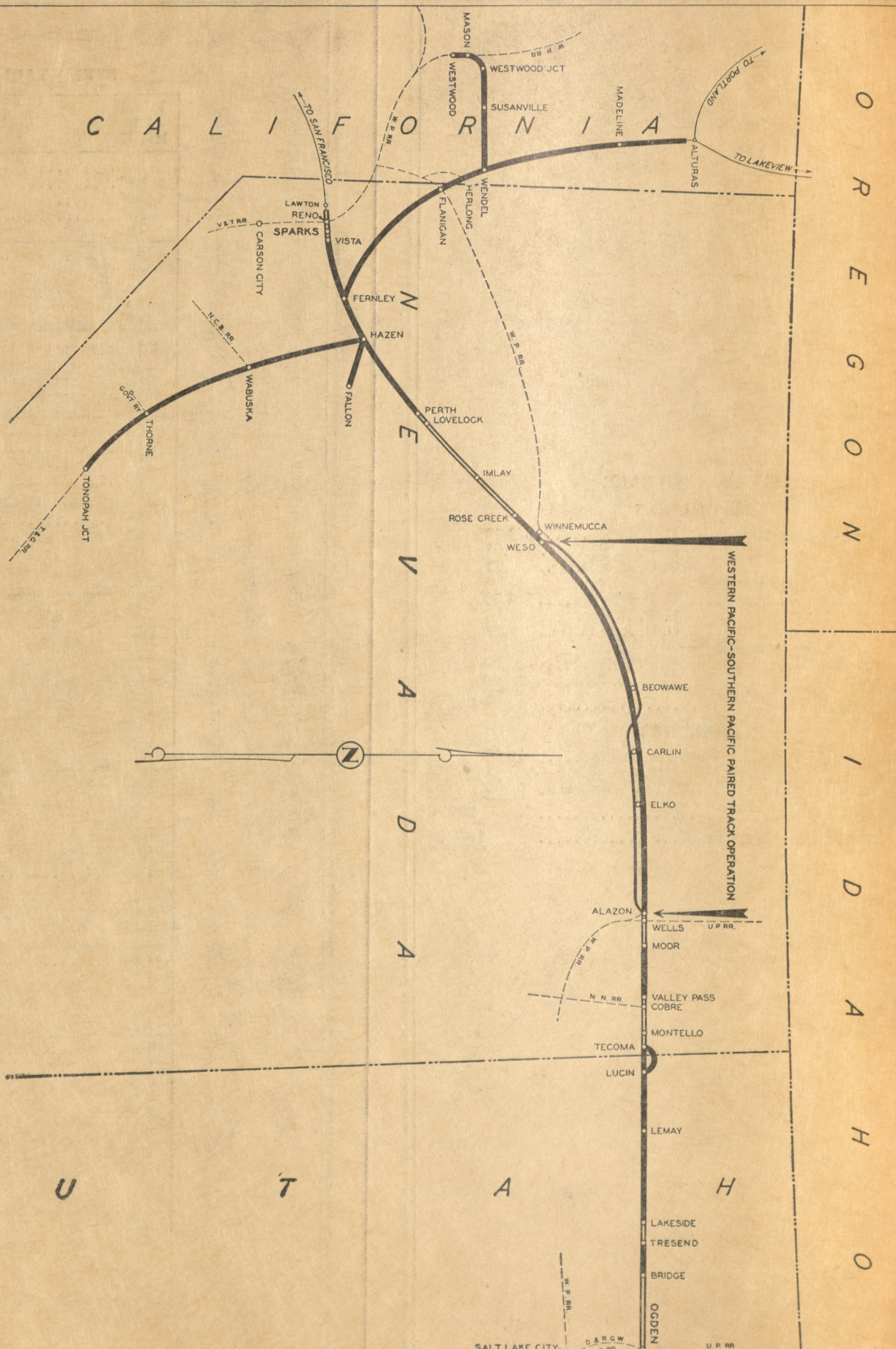
BRANCHES

Fallon	C. P. Ry.	Hazen to Fallon	15.92	
Mina	C. P. Ry.	Hazen to Tonopah Jct.	137.68	
Westwood	C. P. Ry.	Wendel to Westwood	53.76	
Total Branches				207.36
Total Salt Lake Division				1092.80

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36″	100
37″	97.3
38″	94.7
39″	92.3
40″	90
41″	87.8
42″	85.7
43″	83.7
44″	81.8
45″	80
46″	78.3
47″	76.6
48″	75
49″	73.5
50″	72
51″	70.6
52″	69.2
53″	67.9
54″	66.7
55″	65.5
56″	64.3
57″	63.2
58″	62.1
59″	61
1′00″	60
1′01″	59
1′02″	58.1
1′03″	57.1
1′04″	56.2
1′05″	55.4
1′06″	54.5
1′07″	53.7
1′08″	52.9
1′09″	52.2
1′10″	51.4
1′11″	50.7
1′12″	50
1′13″	49.3
1′14″	48.6
1′15″	48
1′16″	47.4
1′17″	46.8
1′18″	46.2
1′19″	45.6
1′20″	45
1′25″	42.4
1′30″	40
1′35″	37.9
1′40″	36
1′45″	34.3
1′50″	32.7
1′55″	31.3
2′00″	30
2′15″	26.7
2′30″	24
2′45″	21.8
3′00″	20
3′30″	17.1
4′00″	15
5′00″	12
6′00″	10
7′00″	8.6
7′30″	8
8′00″	7.5
10′00″	6

SALT LAKE DIVISION


CALIFORNIA
OREGON
IDAHO
NEVADA
UTAH
MASON
WESTWOOD
WESTWOOD JCT
SUSANVILLE
MADELINE
ALTURAS
TO PORTLAND
TO LAKEVIEW
W.P.RR
TO SAN FRANCISCO
LAWTON
RENO
SPARKS
VISTA
V&T RR
CARSON CITY
FLANIGAN
HERLONG
WENDEL
FERNLEY
HAZEN
N.C.B. RR
WABUSKA
FALLON
GOV'T RY
THORNE
TONOPAH JCT
T&G RR
PERTH
LOVELOCK
IMLAY
ROSE CREEK
WINNEMUCCA
WESO
WESTERN PACIFIC-SOUTHERN PACIFIC PAIRED TRACK OPERATION
BEOWAWE
CARLIN
ELKO
ALAZON
WELLS
U.P.RR.
MOOR
N.N.RR
VALLEY PASS
COBRE
MONTELLO
TECOMA
LUCIN
LEMAY
LAKESIDE
TRESEND
BRIDGE
OGDEN
SALT LAKE CITY
D.&R.G.W.
U.P.RR
B.E.RR
U.P.RR
U.I.C.RR
TO CHICAGO
N